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(Personal Attention.)

"FLAPPER" VOTE.

Conservative M.P.'s
Opposition.

AMENDMENT REJECTED.

Interesting Debate In The House Of
Commons.

London, Yesterday.
In the House of Commons, the committee handling the Franchise Bill rejected by 359 to 16 votes an amendment, moved by Col. Sir A. Sprott (Conservative) in favour of raising the age of persons entitled to be registered as Parliamentary electors to 25, except in the case of voters already registered.—Reuter.

Debate In House Of Commons

London, Yesterday.
The House of Commons today began the Committee Stage of the Bill to give votes to women at the age of 21 on the same terms as men. The feature of the debate was the attempt made by some Conservative members to make 25 the voting age.

Sir Alexander Sprott (Conservative) moved an amendment to define the electoral age for both men and women as 25 except in the cases of voters already on the register. He thought it was desirable that when people were to be put upon the roll of voters they should have some experience of life. Moreover, he claimed that there had been no demand for the vote from young women.

Miss Bondfield (Labour) opposing the amendment, ridiculed the idea that young people, of the working class, many of whom were between the ages of 14 and 21 had suffered the hardships of unemployment and poverty. It was just that section of the community that interested itself in politics.

Lord Hugh Cecil, who was among the Conservatives supporting the amendment, said the plain truth ought to be recognised that people over 25 were capable of political judgment more mature than people under 25. The present bill would add 5,000,000 young voters to the electorate and would thus take away the political power and diminish the authority of those now exercising the vote.

Sir William Joynson Hicks (Home Secretary) characterised the amendment as a proposal to enfranchise 2,500,000 women at the age of 25 and to disfranchise 2,500,000 men between the ages of 21 and 25. He regarded that as putting back the political clock.

The amendment was rejected by 359 votes to 16.—British Wireless Service.

FLYING TO INDIA.

QUESTION OF AN AIR
LINE.

QUESTSION IN COMMONS.

London, Yesterday.
In the House of Commons, replying to Comdr. Kenworthy, Sir Samuel Hoare (Secretary for Air) said he had no knowledge of any specific official proposals from the Netherlands authorities for a Dutch Air-Service to Batavia from the British India.

Comdr. Kenworthy declared that the project was being prepared and that unless we hurried up the Dutch would be flying to the East-Indies before we flew to India.

Sir S. Hoare emphasised that he was trying to get a line to India in operation as soon as possible.—Reuter.

SEVEN HOURS' FIRE.

SCHOOLS, BANKS, HOSPITALS,
CHURCH DEVoured.

Y1,000,000 DAMAGE.

Tokyo, Yesterday.
Over a thousand buildings have been destroyed at Hiroasaki, northern Japan, including four schools, two banks, six hospitals and a church, as a result of a fire which raged for seven hours before it would be got under control. Damage is estimated at over a million dollars.—Reuter.

THE "SHAFORCE."

Why Troops Are Still
In Shanghai.

MORE KENWORTHY QUESTIONS.

Mr. Locker Lampson Explains The
State Of Affairs.

London, Yesterday.
In the House of Commons, replying to Comdr. Kenworthy, Mr. Locker Lampson (Under-Secretary for Foreign Affairs), said the Shanghai Defence Force occupied certain posts in the residential district of the Western International Settlement for the purpose of defending the Settlement and protecting British life and property there. The only other places where His Majesty's Forces were stationed outside of the Concession area were at Hankow and Peking, where the Legation Guard was stationed under the terms of the Protocol of 1901.

The troops would be withdrawn from foreign territory soon as there ceased to be any risk or danger to British lives and property. Comdr. Kenworthy (Labour) asked if there was any threat to Shanghai at present, to which Mr. Locker Lampson replied that if there were not the troops would not be there.—Reuter.

"STUDY & ACTION."

JAPAN'S GOVERNMENT
VERSUS "VARSITIES."

PRESS COMMENT.

Tokyo, Yesterday.
Following the resignation of Professor Kawakami on April 16, the Government's strong attitude on the question of the study of social science has been widely commented upon editorially. It is regarded as endangering the autonomy of the universities.

Lists have urged the Government to differentiate between study and action and cultivate sound, healthy thought. The "Jiji," analysing the cause of Communist ideas in educational institutions, considers that it is largely due to the re-education from over-much official control.

While dealing with this question it is interesting to note that the five Government universities of Japan total teaching staffs of 1,500, while they have nearly 20,000 students.

The average age of matriculation is between 22 and 24.—Reuter.

CRIME IN JAPAN.

"RED" ACTIVITIES AND
PHYSICAL VIOLENCE.

PUBLIC WORRIED.

Osaka, Yesterday.
The Japanese public is worried, on the one hand, with the recent discovery of Communist activities, and, on the other, with the increasing physical violence committed by pro-Government reactionaries.

The latest sensation, under the latter heading, is reported from Wakayama, 30 miles south of Osaka, where the local Minseito member of the Prefectural Assembly has been stabbed to death with a dagger, together with two others.

Two were also seriously wounded at the same time that the murders were committed, as a result of a refusal to withdraw litigation against the police in connection with the recent General Election.

The assailants are followers of a local reactionary political boss.—Reuter.

U.S.A. & TREATIES.

IS NEGOTIATING EIGHTEEN
AT PRESENT.

ITALY AGREES.

Washington, Yesterday.
Mr. F. B. Kellogg, U.S. Secretary of State, and Signor De Martino, the Italian Ambassador, have agreed on the terms of an Arbitration Treaty to replace the old Root Treaty. The new treaty is similar to the recent Franco-American Treaty and the treaties America is negotiating with other nations.—Reuter.

"BLUE TRAIN."

The World's Finest
Express.

PIONEER PASSES AWAY.

Lord Dalziel, Commercial Magnate,
Of Motor-Cab Fame.

London, Yesterday.
The death has taken place of Lord Dalziel, formerly Sir Davidson Dalziel. He was closely connected with many important commercial enterprises, but best known to the public as President of the International Sleeping Car Company. Largely through his efforts the Company has extended its services throughout Europe, one of its many achievements being the "Blue Train" to the Riviera, which is considered the finest train in the world.

Among other things Lord Dalziel introduced the motor-cab into London, personally guaranteeing the £250,000 required to finance the first Motor Cab Company.—British Wireless Service.

PUBLIC DEBTS.

WHAT AN M.P. WANTS TO
KNOW.

GOVERNMENT COLD?

London, Yesterday.
In the House of Commons, Mr. Howard Bury drew attention to the number of States in America who had defaulted or repudiated their public debts and urged the Foreign Secretary to make representations to the United States Government and point out the hardships to the bondholders, most of whom are British subjects.

Mr. Locker Lampson (Under-Secretary for Foreign Affairs) replied that after carefully considering the matter the Government had decided that no useful purpose could be served by such representation to the United States Government.

Mr. Howard Bury pointed out that these loans were used in the development of the States and that about £78,000,000 were now owing.

Mr. Locker Lampson replied that he was quite well aware of the matter but hoped that Mr. Howard Bury would not press him at present.—Reuter.

SIR ALAN COBHAM.

ANXIETY AS TO HIS NON-
ARRIVAL.

FLYING-BOAT TROUBLE.

London, Yesterday.
Sir Alan Cobham and crew of four, making a survey flight of Africa, failed to arrive at Free-town, Sierra Leone, yesterday from Abijan on the French Ivory Coast, as expected. Considerable anxiety was felt during the night and this morning but this afternoon a message was received from Accra that Cobham had had to return to Abijan owing to trouble with his flying-boat.—British Wireless Service.

GENERAL ELECTION.

HOW THEY ORDER THESE
THINGS IN FRANCE.

"FARCICAL CANDIDATES."

Paris, Yesterday.
The expiration of the time-limit for lodging nominations in connection with the general election on the 22nd inst. shows a record of 3,735 Candidates, nearly 1,000 more than in 1924.

As at least one-third of the candidates have not the slightest change in the elections they are dubbed "Farcical Candidates."

Nine of the thirteen ministers among the candidates and others, including M. Poincare, are Senators.—Reuter.

BOMBAY MILLS.

HITCH IN BIG STRIKE; 15,000
WORKERS RETURN.

Bombay, Yesterday.
Differences among the labour leaders has checked the spread of the cotton strike. 15,000 operatives have returned, and nine out of nineteen mills have resumed normal working. The remainder of the strikers have determined to carry on the stoppage.—Reuter.

"BREMEN'S" CREW.

First Story of Their
Experiences.

NEARLY DESPAIRED.

Flight To New York Now
Abandoned.

New York, To-day.
Professor Smiddy, Irish Free State Minister, has received a long-distance telephone message from Comdr. Fitzmaurice from Murray Bay stating that he (Fitzmaurice) was awaiting the arrival of spares for the repair of the "Bremen" to take them to Greenly Island and fly thence to New York with his German companions.—Reuter's American Service.

Fitzmaurice's Story.

Clarke City, To-day.
The erratic behaviour of the Atlantic weather as experienced by the "Bremen" has provided strong theories as to the fate of earlier westward Trans-Atlantic aspirants.

The opinion of Comdr. Fitzmaurice in a graphic account of the flight, is that he thought but Captain Hinchliffe and the Hon. Elsie Mackay were probably driven into the wilds of Labrador in consequence of the vicious winds which now lashed the machine to the right and the left; then a strong headwind practically bringing it to a standstill. The craft was later caught in a tail wind, which nullified the efforts to keep her straight.

But the worst catastrophe occurred when the lights failed. Fitzmaurice and Huehnfeldt unsuccessfully tried to hold a torch

MORE RAIN.

East winds, fresh; overcast, rain, is the official weather forecast until noon to-morrow. The anticyclone has weakened and is now central to the north of the Bonins. The depression remains over Indo-China.

to the compass while Koehl flew 400 miles in blind zigzagging in order to maintain an approximate course, thereby wasting petrol. Fitzmaurice disclosed an ill-omened start at Baldonnell, the machine taking off striking a sheep and ascending bespattered with blood.

First-Hand Account.

New York, Yesterday.
The first-hand account of the landing of the "Bremen" on the desolate ice-bound island of Greenly off the Labrador coast, has been given at St. John's, New Brunswick, by Miss Greta Ferris, of the Grenfell Mission.

The details correspond in the most important particulars with the accounts already received.

"Thank God!"

The airman's first words in their respective languages on climbing out of the plane were "Thank God!"

Miss Greta Ferris states that Baron Von Huehnfeldt, cold and exhausted after the battle with the elements, had been toying with a revolver in the last stages fearing that the "Bremen" would never be able to reach land. He was ready to shoot his companions and himself as a last resort.

400 Miles In Darkness.
A message from Quebec "four hundred miles flown in darkness" was the laconic comment of Baron Von Huehnfeldt, describing to a wireless operator at Point Amour how the failure of the lighting system on the "Bremen's" instrument board on Thursday night nearly resulted in disaster.

When dawn arrived it brought with it a blizzard. The machine was blown off its course and brought down dangerously low.

"Only with the greatest difficulty were we able to keep her up." Flight Lasted 36½ Hours.

Halifax, Yesterday.

Von Huehnfeldt says in a wireless message from Point Amour that the "Bremen's" flight lasted 36½ hours. They climbed to 2,000 feet off Newfoundland, but were unable to escape the fog. Descending to 50 feet they found the high seas shrouded in fog.

They steered throughout the night in a heavy storm, and crossed a river at dawn.

They missed a mountain looming in the distance.—Reuter.

ARMOUR DEBTS.

Millionaire Widow's
Action.

ENORMOUS SUMS.

Mrs. Ogden Armour Paying
Husband's Debts In Full.

Chicago, Yesterday.
It is learned that Mr. Ogden Armour's widow and daughter are voluntarily paying \$310,000,000 to settle Armour's debts, which include \$318,000,000 to the Armour Company and \$17,000,000 worth of bonds to the Sutter Basin Company, for which Armour assumed liability.

The newspapers understand that all the negotiable securities of the Armour estate will be further employed in paying in full the debts to the Armour Company and also of furnishing capital to re-organise the Sutter Company.—Reuter's American Service.

NO EXCUSE.

SOLDIER WHO BROKE
WINDOWS.

\$365 DAMAGE.

Private C. Hood of "B" Company, King's Own Scottish Borderers, was before Mr. R. E. Lindsell at the Central Magistracy this morning charged with wilfully and maliciously causing damage to two plate glass in the show window of Messrs. J. Ullmann's jewellery shop, Chatter-road.

The defendant pleaded guilty, and in reply to the Magistrate said that he had nothing to say. Mr. Lindsell remanded Hood until 10 a.m. on Thursday next, fixing bail in the sum of \$50 personal bond, and a surety of \$50.

The police produced in Court three large pieces of granite and several fragments of broken glass half-an-inch thick, to break which the stones must have been thrown with great force.

After Hood had been remanded, Mr. Lindsell suggested that the complainant should approach Headquarters Office with regard to the damage done to the glass, which he understood was \$300.

The police said that the amount of damage was exactly \$365. The glass was broken in such a way that both plates had to be entirely changed. The unfortunate thing was that the glass was not insured, and the defendant should have to make good the loss suffered by the firm.

Mr. Lindsell explained that the reason why he suggested that the matter of damages be taken up at Headquarters was because he could not award more than \$50 damage in that Court.

Dr. Lillias Dovey, wife of Dr. J. E. Dovey, has been a patient in Kowloon Hospital for several days suffering from acute dengue. Her many friends will be glad to hear that she has received every attention and is now well on the way to recovery.

ahead by re-ascending, when they sighted a light at midday.

At first they thought it was a steamer, but it proved to be a light-house, and they landed, "exhausted but happy."

The New York Flight.

Colonel Fitzmaurice has arrived at Clark City.

News from Montreal of the stranded aviators states that the idea of flying the "Bremen" from Greenly Island to New York has been abandoned, and all three aviators will leave for New York in the quickest manner possible.

"Montcalm" Called Back.

Ottawa, Yesterday.
The Government steamer "Montcalm," which has been unsuccessfully endeavouring to force a passage through the ice-floes to Greenly Island, has been ordered to return to its regular patrol.

Officials consider that the risk incurred by the steamer in reaching the island is unnecessary, as aeroplanes can safely take off the airman.

Comdr. Fitzmaurice's Plans.

Quebec, Yesterday.
Commandant Fitzmaurice, on his arrival at St. Agnes near Murray Bay from Clarke City, declared that he intends to go to New York and

TO MANILA.

Chinese Air Line
Proposed.

MAIL SERVICE.

Nationalist Captain In Philippines
To Further Plan.

The establishment of an air mail service and eventually of a passenger air line between Nan-king, Shanghai, Canton and Manila is being proposed by the Nationalist Government of China. Captain Chan Kow-leung, of the aviation corps of the Chinese Nationalist Government, arrived recently on board the s.s. "President Garfield" to make a survey of a field for the proposed air lines and to make arrangement with proper authorities to push the proposal through.

Quicker Mail Service.

According to Captain Chan, the Nationalist Government is enthusiastic over the proposition to establish quicker mail and passenger service between the three cities of Southern China and Manila. The enterprise will involve a considerable sum of money, according to the Chinese captain, but the Nationalist Government has expressed willingness to undertake the enterprise.

No action on the matter will be taken until after Captain Chan has submitted his report of his survey in Manila. It is understood that an appropriation will be set aside as soon as the project has been studied.

The proposed air lines will begin with mail service between Canton and Manila and later extended to include passenger service. Captain Chan could not state the number of aeroplanes that would be placed in the mail service for the Canton-Manila route, saying that it will all depend upon what he finds out while in Manila.

20 Planes Now Operating.

According to him regular air mail already has been established between Canton and Nanking with 20 aeroplanes in the service. Captain Chan is a graduate of the Ecole Aviation School of Paris and for quite a number of years was commander of the arsenal at Canton.

CHINA AND OPIUM.

MR. CHAO ON "IMAGINARY
FIGURES."

A DENIAL.

Geneva, Yesterday.
Mr. Chao in reply to M. Brenier declared that the latter's figures regarding the production of opium in China were imaginary. He denied the assertion that any Chinese law permits cultivation.

Huge Manufacture of Drugs.
In a report submitted to the Opium Committee, M. Brenier (French Assessor) showed that the opium production of China had increased to 7,000,000 kilos in 1924-25 despite a monopoly in production.

Mr. Chao objected to the statement and announced that he would reply later.

A formidable increase in the export of opium from Persia since 1920 was reported while Germany and France had both increased their imports of opium.

It is estimated that the world production of morphine between 1921-26 was between fifty and sixty tons, Germany and Switzerland being the principal manufacturers. Signor Cavazzoni pointed out that the production of morphine had increased 100 per cent. during this period, half of the total being used for the manufacture of cocaine, which was not controlled. A terrible situation had been raised and the question of the League should not be modified.

M. Bourgeois agreed with Signor Cavazzoni's observations and stated the Committee would be asked later to agree to the creation of a Central Control Board.—Reuter.

The case against Peitz Officer W. G. Kelsey concerning the alleged manslaughter of a Chinese coolie whom it is alleged was knocked over by a car driven by Kelsey, will be heard at the Criminal Court.

CANTON STABILITY.

Index In Nationalist
Bank Notes.

UPWARD TENDENCY.

Effect Of Profit Taking And
Speculation.

Profit taking by speculators and the absence of any official announcement since the return of Marshal Li Chai-sum are the contributory causes of a slight drop in quotations of Canton Nationalist bank notes.

Prior to Marshal Li's return, the price in Hong Kong (i.e., paid in Hong Kong money) was 82 per cent. It rose to over 83 per cent., receded to 82 but, this morning, there were signs of recovery and the mid-day middle price was 83½ per cent.

Buying and selling has been in fairly large quantities but speculators still seem to predominate. Merchants and financiers are awaiting an official statement as to measures by the Canton Government for restoring the notes to par (in exchange for Canton silver coin).

The substantial rise since the exchange of visits between Marshal Li Chai-sum and H.E. the Governor, Sir Cecil Clementi, K.C.M.G., has, however, been sustained. The feeling of stability is returning.

Canton Values.

Canton, Yesterday.

In spite of the depreciation of its value in the last ten days, the Central Banknote has regained a value of about 72 per cent. (in ratio to Canton coin, not Hong Kong money) this week, and in the last two days its value has risen up to as high as 76 per cent.

It is found that the number of Central Banknotes collected and withdrawn from circulation by the Central Bank, has amounted to over \$5,000,000, and a vast number of banknotes is still being purchased by taxpayers, and also by those who have not yet paid their outstanding duties to the Land Bureau, and is being sent day by day to the financial organisations for transmission to the bank. It is most probable that the value of the banknote will still increase.

Relief Of Walloy.

A sum of \$300,000 has been appropriated by the Relief Department in Canton to be sent to the Walloy district for the purpose of starting the cheap sale of rice, the distribution of congee, and the establishment of a home for the accommodation of the local sufferers.

It is found that after Walloy district was devastated by Communists, there have been over 10,000 sufferers in the locality, awaiting relief. We believe that further supply of funds will be sent to them, in order that they may not be homeless.—"Canton Gazette."

ANOTHER 'QUAKE.

BULGARIA'S CAPITAL AGAIN
SHAKEN.

POPULATION TERRIFIED.

Sofia, Yesterday.

A fresh earthquake, more violent than Saturday's, occurred at 9.30 yesterday and resulted in widespread panic, the terrified inhabitants rushing out into the streets.

No details are to hand of the damage.—Reuter.

STERLING STRENGTH

CAUSES RESUMPTION OF
GOLD MOVEMENT.

New York, Yesterday.

The continued strength of the sterling exchange is responsible for the resumption of the gold movement to England.

The Farmers' Loan Trust Company are sending a million and a half dollars though sterling is still below the point at which gold shipments are theoretically profitable.—Reuter.

FRANCE'S REVENUE.

WHAT THE MARCH RETURNS
REVEAL.

Paris, Yesterday.

The revenue returns for March reached 2,837,000,000 francs, showing an increase of 157,000,000 on March, 1927, and an excess of 251,000,000 on budget

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FOR SALE.

FOR SALE.—New Orthophonic Cabinet Gramophone, excellent tone. Can play eight records at one winding. Price only \$150. Apply Box No. 541 c/o "China Mail."

FOR SALE.—One Brass "Hung Ming" Pan of the Chinese Han Dynasty with automatic springs. Price \$1,000.00. Apply Box No. 487, c/o "China Mail."

TUITION GIVEN.

MME. BARONELLI, ARTISTE.—School of dancing for children and adults in character, classical, exhibition, fox-trot and Charleston. Special Attention to stout Ladies who are desirous of retaining their youthful figure. Address—31, Ashley Road, Ground Floor, Kowloon. (Back of Star Theatre).

MISCELLANEOUS

MRS. BETEN late of Hong Kong Hotel is giving permanent hair waves, Massage, egg or mud facials in her home 2, Prat Building, Kowloon, next to Kingsclere. For appointment, Tel. K.945.

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NOTICES.

HONG KONG FOOTBALL ASSOCIATION.

THE following games will be played on SATURDAY, the 21st on the Hong Kong Football Club ground.

CHINESE ATHLETIC

ROYAL NAVY

Kick-off at 3.30 p.m.

LAI WAH CUP FINAL

CIVILIANS

THE ARMY

Kick-off at 5 p.m. sharp.

Gross proceeds from these games to the dependants of the Late Telegraphist Jackson. Band of H.M.S. "Hermes" (by kind permission) will play selections during the afternoon.

HONG KONG CRICKET CLUB.

TENNIS TOURNAMENT.

Subject to ground and weather conditions the following is the proposed programme:—

THURSDAY, 19th April, SEMI-FINAL DOUBLES. YELLOW TICKET (Lower half).

FRIDAY, 20th April, SEMI-FINAL DOUBLES. GREEN TICKET (Under half).

TUESDAY, 24th April, SEMI-FINAL SINGLES. BLUE TICKET.

WEDNESDAY, 25th April, SEMI-FINAL SINGLES. PINK TICKET.

RESERVED SEATS may now be booked at Messrs. Moutrie & Co. Price \$1 each.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE FIFTIETH ORDINARY ANNUAL MEETING of the Shareholders of the above Company will be held at the Office of the General Agents, Pedder Street, on TUESDAY, 24th April, 1928, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1927.

The TRANSFER BOOKS of the Company will be CLOSED from 17th to 24th April, 1928, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Agents.

Hong Kong, 12th April, 1928.

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BROADCASTING.

B.B.C. BANS: PREMIER'S STATEMENT.

WIDESPREAD CRITICISM.

The Prime Minister stated in the House of Commons recently that the Government's ban on the broadcasting of statements by the B.B.C. involving matters of political, religious, or industrial controversy had been removed. The broadcasting of "editorial" comment, or opinion of which the B.B.C. are authors, continues to be prohibited.

Mr. Baldwin, in making the announcement, said the British Broadcasting Corporation would be expected to use the "discretionary power thus experimentally entrusted to them" strictly in accordance with the Crawford Committee Report. It was on the recommendation of that Committee that the Corporation was set up to take over wireless broadcasting 14 months ago. Referring to the subject of broadcasting controversial matter in their report, the Committee said:

We are unable to lay down a precise line of policy, or to

been antagonism, to the ban. The removal of the restrictions will not involve any drastic changes in the programmes. New material will be developed experimentally, due regard being paid to the safeguards of impartiality and to the choice of subject. The intention (states our wireless correspondent) is to begin with the broadcasting of debates on controversial matters. No permission has been given to broadcast Parliamentary debates, but it is possible that permission will be sought on special occasions, such as, for instance, the forthcoming Budget speech and debate, relates the "Manchester Guardian."

Censorship Pitfalls.

The ban has aroused widespread criticism in recent months, and political leaders of all shades of opinion have made emphatic protests against it. Mr. Churchill last month described the ban as "idiotic." Incidentally this opinion was given in a speech at the Civil Service dinner, the speeches of which were broadcast. Within two days of his outspoken opinion Mr. Lloyd George and Mr. Ramsay MacDonald expressed similar views. "I should never give a pledge to the Postmaster General not to be controversial unless he allowed me to

lay for admittedly partisan utterances by party leaders to be made regularly but at not too frequent intervals. One evening a fortnight they might devote half an hour to political speeches. Conservative one fortnight, Labour the next, and Liberal the next—in place of and not in addition to existing talks. Debates might also be staged in which really live issues can be argued. A subject like the Zinovieff letter debated by two eminent protagonists would be listened to with great eagerness.

"The Government's announcement leaves unanswered the question whether the Budget speech is to be broadcast. That is essentially a matter for the House of Commons itself. I am hopeful that an opportunity may be found for discussing the desirability of permitting, specially selected portions of the House of Commons debates to be broadcast, as, for example, the Budget speech or the winding-up speeches from both sides of the House at the end of an important debate."

FOR SALE.

CHINESE WOMEN AND CHILDREN.

A young Hakka man was yesterday afternoon charged before Mr. W. Schofield at the Kowloon Magistracy with harbouring a married woman.

The case for the prosecution, which was conducted by Mr. E. H. Williams of the Secretariat for Chinese Affairs, was that the woman's husband made a report of her disappearance and stated that he had been informed that she was at Kapshekmei. A district watchman went there and found the woman in the defendant's house. They were both reluctant to go to the S.C.A. The defendant at first claimed that the woman was his kit fat wife, but eventually admitted that she was his concubine.

The defendant stated that he had bought the woman for \$150 and married her. The marriage was arranged through a go-between, and the money was paid through the go-between to a man who, he was informed, was a "trafficker in human beings." He had women and children and offered them for sale.

The Magistrate convicted and fined the defendant \$100, or, in default, two months' jail.

NEW RECORDERS.

H.M. THE KING APPROVES OF APPOINTMENTS.

The King's approval of the appointment of two new Recorders in place of Sir Travers Humphreys and Mr. E. B. Charles, K.C., who were recently elevated to the Bench, is announced by the Home Office.

Mr. Ferdinand Philip Maximilian Schiller, K.C., succeeds Mr. Charles as Recorder of Southampton, and Mr. Roland Burrows becomes Recorder of Cambridge vice Sir Travers Humphreys.

STANDARD TIME.

SUNRISE AND SUNSET IN HONG KONG.

Sunrise and Sunset in Hong Kong during April, 1928, standard time for the 120th meridian, East of Greenwich, is as follows:—

	a.m.	p.m.
19th	6.00	6.45
20th	6.00	6.46
21st	5.59	6.46
22nd	5.58	6.46
23rd	5.57	6.47
24th	5.57	6.47
25th	5.56	6.47
26th	5.55	6.48
27th	5.54	6.48
28th	5.53	6.48
29th	5.52	6.49
30th	5.52	6.49

LADIES!

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Pimples and all skin diseases are easily cured by Poo On Chinese Herb treatment.

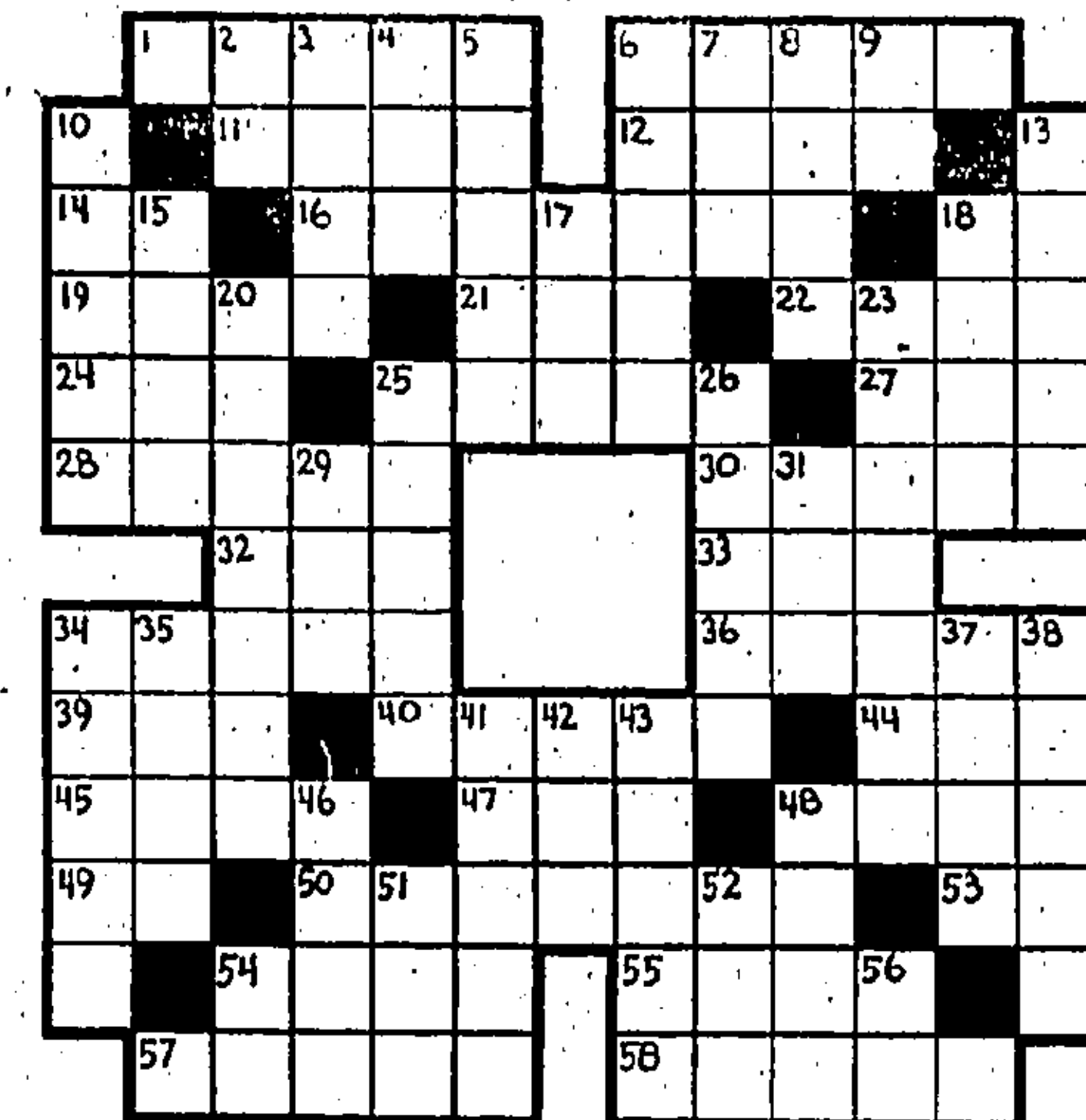
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66, Queen's Road Central.

LESSONS IN CHINESE.

MR. LI HON FUN begs to state that he has been a teacher of Chinese to European Officers and Merchants in Hong Kong for more than twenty years, that he has had considerable experience in training students for examinations in Chinese, and holds first-class certificates. Persons wishing to study the Chinese language are requested to apply to Mr. Li Hon Fun at No. 24, Praya East, first floor. Terms moderate.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and aliho.)



HORIZONTAL

- 1-Thorn
- 2-Neck of land (pl.)
- 3-A large lake
- 4-Old
- 5-Exclamation
- 6-Elderly man
- 7-Accomplish
- 8-Level
- 9-Mimic
- 10-Snare
- 11-A boy child
- 12-Before
- 13-Two times
- 14-Organ of smell
- 15-Kind of fly
- 16-A bird
- 17-A punctuation mark
- 18-Choice
- 19-Girl's name
- 20-At no time
- 21-Content
- 22-Careless
- 23-Incense

HORIZONTAL (Cont.)

- 24-Prophecy
- 25-Man's name (short)
- 26-First
- 27-Musical note
- 28-Entrance
- 29-Neat
- 30-Treads
- 31-Part of a flower

VERTICAL

- 1-Musical note
- 2-A metal
- 3-To be somewhat ill
- 4-A work with two separate meanings at a salient angle
- 5-Serve with refreshment
- 6-Mature
- 7-Fresh
- 8-Man's name (short)
- 9-Part of the torso
- 10-Stupified
- 11-Assess

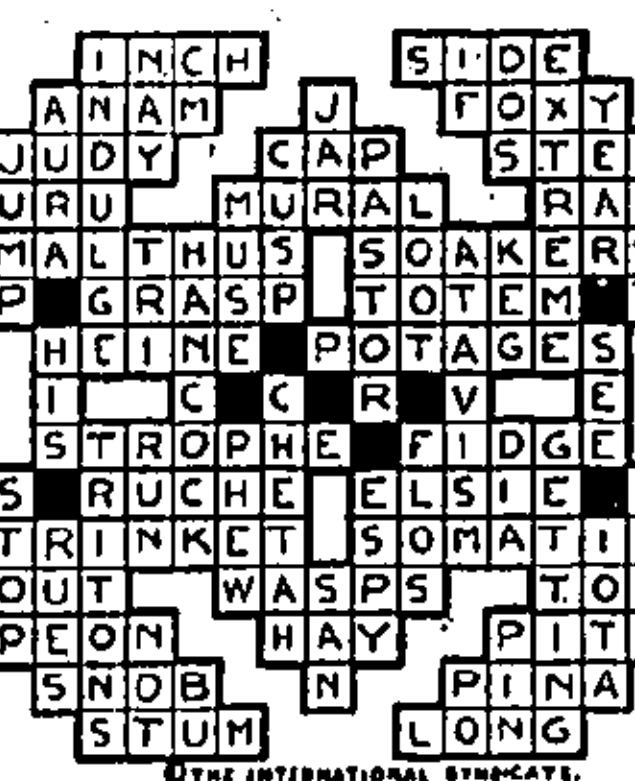
VERTICAL (Cont.)

- 17-Mineral spring
- 18-Tempt
- 19-Puzzles
- 20-Fidgety
- 21-Closed car
- 22-Go in
- 23-Eccentric piece of machinery
- 24-Lubricate
- 25-Kind of island
- 26-Verbal
- 27-Blind
- 28-Weird
- 29-Sends out
- 30-Large container
- 31-Prepares for publication
- 32-Secrets
- 33-Bliss
- 34-Exist
- 35-Near
- 36-A parent

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES
Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn will still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION.



HONGKONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

Island.	Feet.
Victoria Peak	1823
Signal Station	1774
Mt. Parker	1734
Mountain Lodge	1725
The Eyrie	1725
Peak Hotel	1805
Talkoo Sanatorium	1000
Mt. Davis	877
Bowen Rd. (filterbeds)	297
Mainland.	
Taimoshan	3124
Kowloon Peak	1973

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LEE YEE—(D'Aguilar St.)

AH YAU—(Peak Tram Station).

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WONG KONG—(Kowloon).

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LONDON .. \$80.0.0.

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OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.
From Hong Kong.
M/V "REMO" ..Sails on or about 26th April.
M/V "VIMINALE" ..Sails on or about 24th May.
M/V "ESQUILLINO" ..Sails on or about 21st June.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong.
S.S. "VENEZIA" ..Sails on or about 1st May.
M/V "REMO" ..Sails on or about 29th May.
M/V "VIMINALE" ..Sails on or about 26th June.

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SHINYO MARU ..Tuesday, 1st May.
SIBERIA MARU ..Thursday, 15th May.
TAIYO MARU ..Tuesday, 20th May.

*Cable: Keelung.
LONDON via Singapore, Suez, Marseilles & Ports.
SUWA MARU ..Saturday, 21st April.
FUSHIMI MARU ..Saturday, 5th May.

SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU ..Wednesday, 25th April.
BOMBAY via Singapore, Penang, & Colombo.
SEIYO MARU (Onits Penang) ..Friday, 27th April.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
ROKUYO MARU ..Thursday, 31st May.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
HAKATA MARU ..Thursday, 10th May.

NEW YORK and/or BOSTON via PANAMA.
TOBA MARU ..Friday, 20th April.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
TOYOOKA MARU ..Tuesday, 15th May.

CALCUTTA via Singapore, Penang & Rangoon.
MALACCA MARU ..Friday, 20th April.

NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ..Thursday, 17th May.

SHANGHAI, KOBE & YOKOHAMA.
TSUSHIMA MARU ..Friday, 20th April.

YAMAGATA MARU (Moji direct) ..Sunday, 22nd April.
MOJI MARU ..Sunday, 22nd April.

MUROGAN MARU (Moji direct) ..Sunday, 22nd April.
KITANO MARU ..Tuesday, 1st May.

†Cargo only.

Subject to alteration without notice.

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ATHOS II.24th Apr.
D'ARTAGNAN .. 8th May.
G. METZINGER ..22nd May.

From Dunkirk, Antwerp, London
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ECONOMICAL SPLENDOR.

Economical splendour is the keynote of the four new cabin ships being built on the Clyde for the Canadian Pacific for the Liverpool-Quebec-Montreal run. All four will be in service next year. The first is the "Duchess of Atholl."

Others are the "Duchess of Bedford", "Duchess of Richmond", and "Duchess of Cornwall". There are six decks for passenger accommodation. A booklet has been published, with paintings by P. A. Staines, R.O.I., who, in conjunction with A. H. Jones, F.R.I.B.A., designed the interiors. The booklet is excellently illustrated and describes with detail the features of the "Duchess" ships.

These giant oil-burners are of 20,000 tons each and steam 17½ knots an hour with ease.

Very Popular Service.

The tourist third cabin service has become very popular on the Atlantic. China residents going Home will find it satisfying in all ways and economical. The children's room, staterooms with running hot and cold water, large wardrobe space and wide berths will all be appreciated.

There is also an ordinary third class with separate tables in the dining room, lounge, smoking room and other up-to-date accommodation.

The cabin class have five extensive and magnificently furnished public rooms, the lounge, drawing and observation room, card and writing room, smoking room and long gallery promenade. Then there are the nursery, gymnasium, promenade and sports deck.

Those going Home will do well to apply for a copy of the booklet or for information from the local office of the Canadian Pacific Steamships, Ltd.

WARSHIPS IN PORT.

The following warships and auxiliaries were in harbour this morning:-North Wall, Verity and Wishart; South Wall, Bruce, Faulkner and Somme; East Wall, Mott, Nessus, L3 and L27; North Arm, Titania, Marazion and Belgol; West Wall Dock, Durban and Petersfield; In Dock, Subs. L15, L19, L20 and L33; Buoy 7, Wild Swan; Buoy 8, Wolverine and Veteran; Buoy 9, Foxglove; Buoy 11, Wilherington; Buoy 12, Iroquois; Buoy 13, Wanderer; Buoy 18, Ruthenia; Buoy 25, Khark; Kowloon Anchorage, Fortol and Franco; Foreign warships, Portuguese, Patric and French, Yigilante.

JAMAICA TRADE.

STEAMSHIPS FOR BANANA
INTERESTS.

In spite of all the arguments that have been put forward by the opposition, the Jamaica banana interests appear to be quite determined to carry through their scheme of a steamship service to England owned by themselves, and the prosperity of the island, which has permitted the Government to promise them a very considerable measure of support, may well prove a serious misfortune before the subject is finished with. Steamship services maintained by the members of an industry unconnected with shipping are not as unsatisfactory as those maintained by a State, but at the same time they are far from satisfactory, and almost invariably bring very heavy losses in their train. Occasionally it is necessary to bring them into being when one particular company has the monopoly and makes unjustified use of it, but it is impractical for the bitterest opponents of the principal companies now running to Jamaica to deny that it has done remarkably well, while there are other concerns in the trade which, while they may not be as intimately connected with the carriage of banana as Messrs. Elders and Fyffes, are in a position to check any slackness on the part of that or any other company. There is little doubt that by far the wiser plan of the banana growers would have been to have co-operated with the existing shipping concerns with the idea of improving the service in certain directions to meet their views, and it does not appear that it would have been difficult to have done this without risking any capital on the foundation of a new steamship service of doubtful promise.

MOVEMENT OF STEAMERS.

The P. & O. s.s. "Kidderpore" left Singapore for this port on April 14 at 7 a.m., and is due here to-morrow at about 7 a.m.

The P. & O. s.s. "Jeypore" left Singapore for this port on April 14 at Noon with the outward English Mails, and is due here to-morrow at about Noon.

The B.L. s.s. "Hatipara" left Singapore for this port on April 16 a.m., and is due here on April 22 a.m.

The Ben Line s.s. "Benreoch" from Middlesbrough, Antwerp, London, Straits and Philippines is due to arrive here on April 25.

The Swedish East Asiatic Co. M.V. "Rankine" left Hamburg on April 14 and is due here on or about May 25.

The M.V. "Remo" (D. & Co.) sailed from Aden on March 26 and is due here on April 26.

The M.V. "Toronto" (D. & Co.) sailed from New York on March 17 and is due in Manila on April 30.

The s.s. "Kendal Castle" (D. & Co.) sailed from New York on March 6, and is due here on May 7.

FOR CHILI.

NEW TORPEDO BOAT
DESTROYER.

LAUNCH BY THORNYCROFT'S

Southampton. — The sea-going torpedo boat destroyer "Orella," the second of six vessels of the same type now being constructed by Messrs. J. I. Thornycroft and Co., Ltd., for the Chilean Government, was successfully launched at Southampton. The first vessel, named the "Serrano," took the water in January.

The "Orella" has an overall length of 300ft., beam of 29ft., maximum draft of 12ft. 8 in., displacement (fully loaded) 1,430 tons, and contract speed of 35 knots. She is equipped with twin screws driven by compound turbines, high-pressure Brown Curtis and low-pressure Parsons, and has geared cruising turbines for low speed. Her boilers are of the Thornycroft water-tube type with Thornycroft oil fuel gear, and the machinery generally is a marked improvement in regard to economy, and consequently the radius of action. The plating is galvanised throughout, and the heavy scantlings in the hull reduce the stresses to even less than those allowed by British Admiralty practice.

Her armament consists of three 4.7 quick-firing guns and six 21in. torpedo tubes, with powerful anti-aircraft and anti-submarine armament.

The launching ceremony was performed by Madame Costa-Pelle, the wife of Captain Costa-Pelle, chief of the Chilean Naval Commission, in the presence of many distinguished visitors.

An interesting preliminary was a brief religious ceremony performed by the Rev. J. E. Hayes, of St. Patrick's, Woolston.

Following the launch, the visiting party were entertained to luncheon at the South-Western Hotel, Sir John E. Thornycroft, managing director of Messrs. John I. Thornycroft & Co., Ltd., presiding.

Madame Costa-Pelle was the recipient of a presentation from Sir John Thornycroft as a memento of the occasion.

Colonel C. N. French, of the Empire Cotton Growing Corporation, and Mr. F. L. Engledon, of the Cambridge School of Agriculture, arrived at Plymouth from West Africa. Colonel French said that in Northern Nigeria cotton growing was going ahead steadily, while in Southern Nigeria they were developing a new kind of cotton with every prospect of success. It was an improved variety, and would be suitable for the purposes of Lancashire.

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UNITED KINGDOM & CONTINENT

S.S. "CITY OF GLASGOW" ..Havre, London, Rotterdam & Hamburg ..24th April.

S.S. "CITY OF BOMBAY" ..Havre, London, Rotterdam & Hamburg ..25th May

AUSTRALIA SINGAPORE/AUSTRALIA AUSTRAL-EAST INDIES LINE

"KAZEMBE" ..Leaves Singapore ..7th May.

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Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line and other services.

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S.S. "CITY OF EASTBOURNE" ..via Suez Canal ..18th May.

S.S. "CITY OF NEWCASTLE" ..via Suez Canal ..15th June

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S.S. "CEDARHANK" ..via Suez Canal ..8th May.

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" ..20th April.

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Through Bills of Lading issued to Beira, Quillimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

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EMPEROR OF RUSSIA	May 9	June 2	June 5	June 7	June 10	June 10
EMPEROR OF ASIA	May 30	June 2	June 5	June 8	June 11	June 11
EMPEROR OF CANADA	June 13	June 16	June 19	June 21	June 24	June 24
EMPEROR OF RUSSIA	July 4	July 7	July 10	July 12	July 15	July 15
EMPEROR OF ASIA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 19	Aug. 19
EMPEROR OF CANADA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 9	Sept. 9
EMPEROR OF RUSSIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 23	Sept. 23
EMPEROR OF ASIA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 14	Oct. 14
EMPEROR OF CANADA	Oct. 10	Oct. 13	Oct. 16	Oct. 18	Oct. 21	Oct. 21

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May 15	May 17	May 20	May 23

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.	Friday, 11th May.
AMUR MARU ..Santos & Buenos Aires—Via Saigon, Singapore, Colombo, Durban & Cape Town.	Friday, 27th April.
LAPLATA MARU ..Santos & Buenos Aires—Via Saigon, Singapore, Colombo, Durban & Cape Town.	Friday, 27th April.
BOMBAY ..Santos & Buenos Aires—Via Saigon, Singapore, Colombo, Durban & Cape Town.	Friday, 27th April.
BORNEO MARU (Calls at Penang) ..Thursday, 19th April.	
HONOLULU MARU (Calls at Penang) ..Saturday, 19th May.	
SUMATRA MARU (Calls at Penang) ..Saturday, 19th May.	
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND MOMBASA—Via Singapore and Colombo.	Wednesday, 2nd May.
MEXICO MARU ..Singapore, Penang and Rangoon.	Friday, 27th April.
CALCUTTA ..Singapore, Penang and Rangoon.	Friday, 27th April.
SEATTLE MARU ..Singapore, Penang and Rangoon.	Friday, 27th April.
VICTORIA, SEATTLE, TACOMA & VANCOUVER Via Japan Ports.	Monday, 30th April.
LONDON MARU (from Shanghai) ..Monday, 30th April.	
ALABAMA MARU (from Shanghai) ..Thursday, 10th May.	
HAIPHONG ..HOTHOW & PAKHOI.	Friday, 20th April 10 a.m.
MENADO MARU ..Singapore, Penang and Panama.	Thursday, 26th April.
NEW YORK ..Via Japan ports, San Francisco & Panama.	Thursday, 26th April.
HAGUE MARU ..Singapore, Penang and Rangoon.	Thursday, 26th April.
JAPAN PORTS ..Singapore, Penang and Rangoon.	Thursday, 26th April.
KASADO MARU ..Singapore, Penang and Rangoon.	Thursday, 26th April.
NANKING MARU (Direct to Keelung) ..Wednesday, 25th April.	
CELEBES MARU ..Singapore, Penang and Rangoon.	Thursday, 26th April.
KEELUNG Via SWATOW & AMOY.	Sunday, 22nd April Noon.
HOZAN MARU ..Singapore, Penang and Rangoon.	Sunday, 29th April Noon.
KISHU MARU ..Singapore, Penang and Rangoon.	Sunday, 29th April Noon.
TAKAO ..Via SWATOW & AMOY.	Thursday, 3rd May Noon.
DELI MARU ..Singapore, Penang and Rangoon.	Thursday, 3rd May Noon.
TAKAO & KEELUNG ..Singapore, Penang and Rangoon.	Thursday, 3rd May Noon.
NANKING MARU (Direct to Keelung) ..Wednesday, 25th April.	
BATAVIA MARU ..Singapore, Penang and Rangoon.	Monday, 30th April.

For further particulars please apply to:-OSAKA SHOSEN KAISHA.

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S. S.	Tons	From Hongkong About	Destination
INAGPORE	5,283	21st Apr.	Marseilles & London.
HOSEA	10,953	28th Apr.	Bombay, Marseilles & London.
KLHORE	5,252	7th May	Marseilles & London.
KASHGAR	9,605	12th May	Marseilles, London, Antwerp & Hull.
KIDDERPORE	5,334	22nd May	Straits, Colombo, Bombay & Karachi.
MALWA	10,946	26th May	Bombay, Marseilles & London.
TALPORE	5,273	31st May	Straits, Colombo & Bombay.
JEYPORE	5,218	2nd June	Marseilles & London.
DELTA	8,097	9th June	Marseilles, London & Antwerp.
THURZPORE	6,715	16th June	Straits & Bombay.
RANPURA	16,001	23rd June	Bombay, Marseilles & London.
NOVARA	6,539	30th June	Marseilles, London & Hull.
KHYBER	9,114	7th July	Marseilles, London, Antwerp & Hull.
RAWALPINDI	16,610	14th July	Bombay, Marseilles & London.
NANKIN	7,058	21st July	Marseilles & London.
KASHMIR	8,385	4th Aug.	Marseilles, London & Antwerp.
RAJPUTANA	16,568	11th Aug.	Bombay, Marseilles & London.
MAJDERA	16,088	18th Sept.	Bombay, Marseilles & London.
KALYAN	9,114	15th Sept.	Marseilles, London & Antwerp.

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BRITISH INDIA-APCAR SAILINGS.

TAKADA	6,919	23rd Apr.	Singapore, Penang & Calcutta.
TALAMBA	8,018	3rd May	Singapore, Penang & Calcutta.
TALMA	10,030	26th May	Singapore, Penang & Calcutta.

R. I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

*ARAFURA	6,000	4th May	Manila, Sandakan, Thursday Island,
TANDA	6,956	1st June	Townsville, Brisbane, Sydney &
ST. ALBANS	4,500	29th June	Melbourne.
ARAFURA	6,000	2nd Aug.	

*Calls at Port Holland.

Regular monthly sailings from Hongkong to Japan and Hongkong to
Australia.
The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Hainan, Cebu,
Manila, Tawau, Timor, Darwin, or other ports en route as indicated
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The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

*JEYPORE	5,318	20th Apr.	Shanghai, Kobe & Yokohama.
KIDDERPORE	5,334	20th Apr.	Shanghai, Kobe & Yokohama.
HATIPARA	7,794	25th Apr.	Shanghai, Kobe & Yokohama.
MALWA	10,946	27th Apr.	Shanghai, Kobe & Yokohama.
TALMA	10,030	3rd May	Amoy, Shanghai, Kobe & Osaka.
*ALPORE	5,273	3rd May	Amoy, Kobe & Yokohama.
TAKLAWA	7,990	7th May	Amoy, Kobe, Osaka & Yokohama.
TANDA	6,956	7th May	Shanghai, Kobe & Yokohama.
*NOVARA	6,539	8th May	Shanghai, Kobe & Yokohama.
DEVANHA	8,155	11th May	Shanghai, Kobe & Yokohama.
DELTA	8,097	11th May	Shanghai, Kobe & Yokohama.
SANTHA	7,754	22nd May	Amoy, Kobe & Yokohama.
MIRZAPUR	6,715	24th May	Shanghai, Kobe & Yokohama.
RANPURA	16,001	25th May	Shanghai, Kobe & Yokohama.
TILAWA	10,006	2nd June	Amoy, Shanghai, Kobe & Yokohama.
*NANKIN	7,058	6th June	Shanghai, Kobe & Yokohama.
ST. ALBANS	4,500	8th June	Shanghai, Kobe, Osaka & Yokohama.
KASHMIR	9,114	18th June	Shanghai, Kobe & Yokohama.
RAWALPINDI	16,610	22nd June	Shanghai, Kobe & Yokohama.
*NELLOR	8,385	3rd July	Shanghai, Kobe & Yokohama.
KASHMIR	8,385	6th July	Shanghai, Kobe & Yokohama.
*PUTANA	6,000	10th July	Shanghai, Kobe & Yokohama.
RAJPUTANA	16,568	20th July	Shanghai, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans free of charge.

Passengers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Tickets, Handbooks, etc., apply to:-

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7, & O. Building, Connaught Rd. C., HONGKONG. Agents.

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AMERICAN & MANCHURIAN LINE.

(KELLMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "CITY OF EASTBOURNE"	Via Suez Canal	18th May.
S.S. "ADASTUS"	Via Suez Canal	4th June.
S.S. "CITY OF NEWCASTLE"	Via Suez Canal	16th June.
S.S. "HELENUS"	Via Suez Canal	29th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
Subject to change without notice.

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong.
Hong Kong & Canton: JARDINE, MATHESON & CO., LTD., Canton.

PASSENGER LIST.

DEPARTURES.

Passengers from Hong Kong per
the "Empress of Canada" to-day:-

Mr. B. Ashurst, Mr. and Mrs. K.
Akane, Miss T. Akane, Miss S.
Akane, Mr. A. E. Allen, Mr. E.
M. Allen, Mr. A. F. Allen, Mr.
W. E. Antrim, Mr. R. M. Alarick,
Mr. Arno, Mrs. L. W. Braithwaite,
Miss R. Braithwaite, Mr. B. T. B.
Boothley, Mrs. H. Benn, Miss D.
Bewley, Mr. E. D. Bush, Mr. H. J.
Brett, Mr. R. Bow, Mr. W. G. Bell,
Mr. P. Bhojraj, Rev. C. I. Blanchett,
Mrs. E. Brady, Mr. C. A. Babaud,
Dr. D. Martinez Bissol, Mr. A. W.
Black, Miss D. J. Bennett, Mrs. C.
A. Beebe, Mr. and Mrs. S. J. King
Baker, Mr. E. Durke, Mr. E. Buok,
Mr. D. G. Bruce, Mrs. D. E. Brown,
Capt. F. L. Brown, Mr. and Mrs.
D. M. Brown, Mr. R. V. Brown,
Mr. H. T. Bolton, Miss G. S. Blyth,
Mr. J. Bast, Mr. and Mrs. W. R.
Babcock, Mr. C. F. B. Babcock,
Mrs. A. Gleave, Mr. and Mrs. K.
K. Chuck, Miss P. H. Chang, Mr.
F. R. de Carvalho, Mr. T. S.
Cheung, Miss Crowther, Mr. Chow
Cheng-choon, Mr. and Mrs. F. Y.
Chan, Mr. F. V. Chamberlain, Mrs.
J. D. Chapple, Mr. Chon Hon-din,
Mr. R. V. Camozz, Mrs. D.
Concepcion, Mr. Chang Shiu-tong,
Mr. Chua Se, Mr. P. Chang, Mrs.
D. E. Carvalho, Mrs. P. V. de
Coudere, Miss P. de Coudere, Mr. J.
Coudere, Mr. C. H. Chang, Mrs.
Chan Cheng, Mrs. L. Christensen,
Mrs. A. Z. Sy Cip, Miss P. Sy Cip,
Mr. Chan Hong, Miss Cheng Mui,
Miss L. Chang, Mrs. H. Cuppeli,
Dr. A. K. Cosgrave, Lt.-Col. L.
Cook, Lt.-Col. R. G. Clarke, C.M.G.,
D.S.O., Mrs. MacLure Church, Lady
C. P. Chater, Mrs. J. C. Donnell,
Bishop and Mrs. C. R. Duppuy, Mr.
A. T. Dunlap, Miss E. Dore, Mrs.
J. F. Downing, Miss A. Dixon, Mr.
Theo Diehl, Mr. G. Ekstroem, Miss
H. Ezra, Mr. J. V. Eleazar, Mrs. V.
Espinosa, Mr. J. Espinosa, Mr. and
Mrs. W. E. Elam, Mr. K. M. Fetterly,
Miss Fetterly, Mr. and Mrs. Fung
Tai-kong, Miss E. Feliciano, Mrs.
I. de Frias, Mr. and Mrs. L. K.
Field, Mrs. P. V. Fabres, Rev. C.
B. Fockler, Mr. E. Filiciano, Mr.
T. Filiciano, Mr. P. Filiciano, Mr.
S. Feldstein, Mrs. E. Farmer, Mr.
and Mrs. F. J. Fane, Mr. and Mrs.
H. J. de Garcia, Capt. H.
Gerdeman, Mr. and Mrs. F. E.
Green, Mrs. E. D. Graham, Mr.
H. L. K. Grabum, Mr. and Mrs.
L. H. George, Miss Edith George,
Mrs. I. H. George, Miss E. George,
Miss A. Harvey, Miss H. Harvey,
Miss M. Harris, Mr. W. J. Hawker,
Mrs. A. Holt, Mr. C. Howard, Mr.
J. P. Hudson, Mr. Hung Chang-
man, Mr. Ho Lai-sang, Col. and
Mrs. E. A. Hickman, Mr. E. G.
Hickman, Mr. W. H. Hickman,
Miss L. Hickman, Mr. K. Hirata,
Miss P. Herrera, Mr. and Mrs. J.
Hyde, Mr. W. Hyde, Miss M. Hyde,
Mr. J. N. Holt, Mr. A. G. Hills,
Dr. F. W. Hunter, Capt. E. S. G.
Howard, Mrs. V. Humble-Birkitt,
Mr. O. H. Hugill, Mrs. H. K.
Holmes, Mr. J. Scott Harston, Mr.
and Mrs. R. Irwin, Mr. R. A.
Ingram, Miss T. Johnson, Mr. J.
W. Jenks, Mr. J. E. Joseph, Mr. F.
R. Jolley, Sir Elly Kadoorie, Mr.
L. Kadoorie, Mrs. K. K. Kau, Mr.
H. Kirchhoff, Mr. Y. K. Kwok, Miss
Kendall, Miss C. H. Kan, Miss C.
K. Kan, Miss C. Y. Kan, Mr. B.
C. Kum, Mrs. R. J. Kirby, Mrs. R.
E. Kozshevar, Mrs. Kwok She, Miss
Kwok Wai-mun, Mr. W. T. Keble,
Mr. Leong Hong-tung, Miss Y. L.
Lam, Miss S. H. Loo, Mrs. Lam
Woo, Mr. and Mrs. B. K. Lam and
infant, Mr. S. C. Law, Mr. L. C.
Leung, Mrs. Leung Kai-tai, Mr. J.
S. Lewson, Mr. P. C. Lee, Mr. Y. T.
Lee, Mr. and Mrs. Y. T. Lee, Mr.
H. C. Lee, Mr. H. W. Loo, Mr.
Lam Pak-loy, Mr. Lam Wan, Mr.
Lok Sing, Mr. and Mrs. F. A.
Leitao, Miss E. Lim Kin-siu, Mr.
J. D. Lockwood, Mrs. K. Matsuda,
Mr. S. H. Mo, Mrs. Y. P. Ma, Mrs.
J. Y. Ma, Mrs. Ma Wing-choi, Miss
Ma Kam-oi, Mrs. M. Mudford, Mr.
and Mrs. A. S. Machuca, Miss M.
L. F. Machuca, Mr. J. F.
Machuca, Miss P. F. Machuca, Miss
A. Machuca, Mr. and Mrs. A. J.
May, Mrs. A. H. Martin, Mrs. J.
Maloney, Mr. Mon Sing, Miss Ida
M. Menter, Miss G. McGill, Mr. W.
A. Minor, Mr. C. T. Marshall, Mr.
and Mrs. Ng Wai-nam, Mrs. L. C.
Ng, Miss S. C. Ng, Mr. N. Nuguid,
Mr. and Mrs. Cowan Newlands,
Mrs. J. F. Oliver, Miss M. G.
Oliver, Mr. J. F. Oliver, Mr. T. W.
Oliver, Miss L. Oliver, Mr. J.
F. Oliver, Mr. and Mrs. R. S.
Parker, Mr. Ping Fan, Mr. Poon
Kong, Mr. Poon Young, Mrs.
Poon Cheng, Mr. Poon Kan, Miss
Poon Sheung, Mr. Poon Pan,
Mrs. Poon Lam, Mrs. L. A. Puckett,
Miss H. J. Puckett, Mr. W. H.
Peters, Mr. M. Del Prin, Mr. D.
Perunovich, Mr. S. R. Poy, Mr. J.
W. Platner, Mr. and Mrs. T. A.
Pamplin-Green, Miss S. Renshaw,
Mr. H. W. Ray, Col. and Mrs. T.
A. P. Robinson, Mrs. W. H. Hobson
and infant, Miss V. Ramos, Sister
B. Roberts, Mr. and Mrs. John
Robinson, Miss P. C. Robinson,
Mr. H. Riedl, Mr. Gay Richards,
Mrs. W. So, Mr. Whitely Smith,
Mrs. E. Schlipberg, Mr. Sum Fong-
hin, Mr. Boefin de Sauvanne, Mr.
C. A. Stichel, Mr. and Mrs. S.
Chin-pai, Miss So Man-yi, Mrs. C.
Mstr. K. C. Soo, Miss M. Sparling,
Miss M. Sallerio, Mr. A. da Silva,

Mr. C. L. Smith, Mr. W. E. L.
Shenton, Mr. and Mrs. J. A.
Shebley, Capt. and Mrs. G. T.
Tyringham, Mr. J. E. Van Tyeen,
Mr. W. D. Tam, Mr. Tang Yau-
yueh, Mr. Tam Tat, Mrs. C. de
Torres, Mrs. Lydia Tyan, Miss R.
Li Rowse, Mrs. Virginia Tyler, Mr.
and Mrs. D. Templeton, Mr. and
Mrs. S. Tait, Miss E. S. Underhill,
Mr. A. S. Underhill, Mr. H. Victor,
Miss Voon Mat-ban, Miss C. Velez,
Miss L. Velez, Mrs. H. de Velez,
Mrs. P. Wong, Mr. H. C. Wong,
Mr. and Mrs. K. S. Wong, Mrs. F.
B. Wadill, Mr. J. C. Wadill, Mr.
P. H. Wong, Mrs. W. Wei, Mr. W.
A. Winkelman, Mr. W. Y. Wai,
Mrs. K. S. Wong, Mr. and Mrs. W.
Weinrich, Mr. Wong Yick-hung,
Mr. J. J. G. Welle, Mr. W. Webb,
Miss G. E. Wright, Mr. J. Wilkins,
Mr. and Mrs. H. L. R. Williams,
Miss H. M. White, Miss M. C.
Wilson, Judge C. A. de Witt, Hon.
and Mrs. E. C. H. Wolf, Mr. F.
C. Wright, Mr. H. Yung, Mr. D.
C. Yang, Mrs. T. C. Yang, Mr. and
Mrs. K. S. Yau, Mr. Yuen San-mau,
Miss Yue Mee-neon, Miss S. Y. S.
Yip, Mr. H. C. Yeh.

Passengers departed from Hong
Kong per s.s. "Korea Maru" for
San Francisco via ports on April
18:-

Mrs. P. O. da Rosa, Mr. Y. Hida,
Mr. K. Yamamoto, Mr. I. Sakamoto,
Mr. T. Tsomura, Mr. T. Yamamoto,
Mr. M. Isomura, Mr. Y. Takano,
Mr. S. Umoya, Mr. Ho Pok, Mr. and
Mrs. K. Ehara, Mrs. T. Levanova,
Mrs. M. Andres, Miss R. Andres,
Mr. R. Andres, Mr. M. Sequira,
Mr. S. A. Collico, Mr. A. Rangal,
Mr. and Mrs. H. Lee, Mr. Kwong
Sue-duk, Mr. Tommy Kwong, Miss
Jessie Kwong, Miss Violet Kwong,
Mstr. Andrew Kwong, Mstr. Robert
Kwong, Mrs. N. Inouye, Mr. T.
Inouye, Mr. T. Hamada, Mr. Y.
Ohba, Mr. and Mrs. G. F. York,
Mr. H. E. Morgan, Capt. H. E.
Greatwood, Mr. A. R. Brayne, Mr.
Ten Bruggen, Mr. Hermann
Zammermann, Miss Ruth Brumley,
Mr. W. M. Komaroff, Mrs. G.
Brunno, Dr. H. Kellam, Mr. and
Mrs. B. C. Case, Mstr. Clark Case,
Miss C. Barrows, Mr. J. M.
Williamson, Mr. E. M. E. Sison,
Capt. C. J. D. Spreckels, Miss
Spreckels, Mr. N. M. Leddin, Mr.
and Mrs. R. A. G. Harris, Miss R.
V. Harris, Miss M. E. Ball, Mrs.
Chun Harr, Mrs. C. Chaoes, Miss
Y. Chaoes, Mr. Tse Fun-cho, Mr.
Lo Tung-ming, Mr. Lee Shing, Mr.
Lee Chee-pong, Mr. Young Tsun-
hong, Mr. Ching Chun-hee, Mr.
Young Yon-kwan, Mr. Koon Kam
Kwan-tip Young.

Passengers sailed from Hong
Kong on the Blue Funnel s.s.
"Sarpodon" for the United King-
dom via Singapore and Marseilles
on April 18 were:-

Capt. and Mrs. E. Knudsen, Miss
N. W. Bascombe, Mr. L. M. S.
Lloyd, Mr. D. Fitzgerald, Mr. and
Mrs. Gifford Stover, Mrs. L. G. S.
Dodwell, Mr. L. Jack, Mr. W. C.
Clark, Miss D. Dunnett, Mr. G. H.
Wilson, Mrs. A. W. Hayward, Mrs.
W. B. Cornaby, Mrs. Eric Grimble,
Mrs. E. Grossman, Mr. D. Abbey,
Mr. R. W. Williamson, Mr. A. E.
Atkins, Mr. and Mrs. G. S. Robin-
son, Mrs. C. M. Wyborn, Mr. A.
Webster, Mr. A. H. Penn, Mr.
Somers Ellis, Mr. Parker, Mr.
Shaw, Mr. H. Frank, Mr. A. L.
Lorenz-Meyer, Mr. D. S. Wylie,
Madame C. Zaidel, Mr. R. H. Ball,
Miss R. M. V. Brown, Miss F. M.
Bowditch, Mr. R. M. Castle, Mr.
N. W. B. Clarke, Mr. A. Chittenden,
Mr. J. Henry, Mr. and Mrs. B. R.
B. Jones, Mr. B. B. and the
Misses S. J. B. and Y. E. B. Jones,
Mrs. W. E. and Miss A. M. Keylock,
Mrs. L. Makin, Mr. and Mrs. A.
McLure and Mr. D. N. A. Mc-
Lure, Mrs. E. McA. Milne, Mrs. D.
and Miss J. M. Nixon, Miss F.
Puttick, Mrs. M. E. Miss M. G.
and Mr. J. G. Pugh, Mrs. H. J.
Springfield, Mr. and Mrs. W. A.
Stephens, Mrs. F. C. Murray.

First-Class passengers sailed
from Hong Kong on the Dollar
liner "President Pierce" for Seattle
via Shanghai and Japan on April
18 were:-

Mr. J. A. Carpenter, Mr. C. C.
Pan, Mr. A. Blacklee, Mrs. B. P.
Lydon, Mr. E. E. McCarthy, Mr.
Ng Wah-foon, Mr. Ng Loy, Mrs.
Chau Shee, Mr. Wu Kai-yuen, Mr.
Lee Quan-sing, Mrs. Fung Shee,
Mr. Lee Hing-fook, Mrs. L. Nichols,
Mr. and Mrs. Barklow, Mr. C. L.
Vanderberg, Mr. and Mrs. J. W.
Rege, Mr. B. H. Lydon, Mr. H. C.
Chiu, Mr. A. F. Brennan, Miss H.
Y. Nui, Mr. and Mrs. H. L. Pratt,
Mr. D. L. Moss, Mr. E. K. Love,
Mr. E. Westphal, Mr. J. Milch,
Mr. Mol, Mr. Fung Sin-poo, Mrs. Mee
Hing, Mrs. K. M. Chan, Mr. O.
Chan, Mrs. Shee, Mr. Chan Chung-
mang, Mrs. Ho Shee, Mrs. Lau
Shee, Mrs. Ho Shee, Mr. Chan Tai-
pui, Mr. Low Lok-fong, Mrs. Lai
Shee, Mrs. Ma Shee, Mr. and Mrs.
Tin Lan-chuen, Mr. Kul Hon-san,
Mr. and Mrs. Shu Ki-kin, Mr. C.
A. Nurnberg, Dr. Arthur W. Woo.

CONSIGNEES' NOTICES.

Consignees of Cargo, ex s.s.
"Benmacdhui" are reminded to take
delivery of their goods, which will
be subject to rent after April 21.
Consignees of Cargo, ex s.s. "City
of Eastbourne" are reminded to take
delivery of their goods, which will
be subject to rent after April 22.

CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO, ANTWERP,
LONDON & STRAITS.

THE Steamship "BENMACDHUI"

CONSIGNEES of Cargo are
hereby informed that all Goods are
being landed at their risk into the
hazardous and/or extra hazardous
Godowns of the Hongkong and Kow-
loon Wharf and Godown Co., Ltd.,
whence and/or from the wharves
delivery may be obtained.

No claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining undelivered
after the 21st instant will be
subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 5th May,
1928, or they will not be recognis-
ed.

All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on the
24th instant, at 10 a.m., by
Messrs. Goddard & Douglas.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by
GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hong Kong 14th April, 1928.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

From New York.

THE Steamship "CITY OF BOMBAY"

having arrived, Consignees of Cargo
by her are informed that all goods
are being landed at their risk into
the hazardous and/or extra-hazard-
ous Godowns of Holt's Wharf,
whence delivery may be obtained.

No Claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining undelivered
after 22nd April, 1928, will
be subject to rent.

All Claims against the Steamer
must be presented to the Under-
signed on or before 29th April,
1928, or they will not be recognized.

All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on any
Tuesdays or Fridays, between the
hours of 10.45 a.m. and Noon, with-
in the Free Storage period of One
Week.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by
THE BANK LINE LTD.,
General Agents.
Hong Kong, 16th April, 1928.

It has been decided to continue
the deep water berthage at the
north side of Alexandra Basin,
Dublin, at the rate of 200 feet a
year to a total of 850 feet, at a
capital expenditure of £85,000.
The engineer had originally been
instructed to do 100 feet yearly,
which would average the work over
too long a period.

The Tinplate Joint Industrial
Council, at Swansea, has decided
to resist the employers' decision
to discontinue the bonus of three
and three-quarters per cent.
About 27,000 men are affected.



"Do I think I'm going to have a good trip and a
good time? Why, my dear, your question is quite
out of order. I'm traveling on the President
Liners and that should be sufficient to dispel
any concern you might have about my comfort
or time hanging heavily on my hands. May I
suggest that you try the President Liners and
learn what traveling really is!"

Weekly Trans-Pacific Service

To San Francisco and Los Angeles
The Sunshine Belt via Honolulu
Fortnightly sailings on Tuesdays
To Seattle and Victoria
The Short, Straight Route to America
Fortnightly sailings on Wednesdays
Pres. Jackson Apr. 24th at Noon
Pres. McKinley May 8th
Pres. Grant May 22nd
Pres. Cleveland June 5th
Pres. Madison June 19th

£120, £112 Special through rates to Europe via United States. Direct
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Europe and New York Direct

ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Suez, Colombo, Suez Canal, Alexandria,
Naples, Genoa, Marseilles, New York and Boston.

Pres. Harrison Apr. 22nd 6 a.m.
Pres. Monroe May 6th 8 a.m.
Pres. Wilson May 20th 6 a.m.
Pres. Van Buren June 3rd 8 a.m.
Pres. Jefferson May 16th
Pres. Lincoln May 30th
Pres. Polk July 1st 8 a.m.

To Manila

Pres. Harrison Apr. 22nd 6 a.m.
Pres. Taft Apr. 24th 6 p.m.
Pres. McKinley Apr. 30th 6 a.m.
Pres. Monroe May 6th 8 a.m.
Pres. Jefferson May 16th 6 p.m.
Pres. Grant May 14th 6 p.m.

For Bookings, Passenger and Freight Information apply to

WATSON'S PURE CARBOLIC SOAPS

Highly recommended by the Medical Profession.
Guaranteed to contain the amount of Pure
Carbolic acid specified.

5 per cent. **For Toilet Use**
Price—\$1.25 per box of 3 Cakes.

10 per cent. **For The Bath**
\$1.75 per box of 3 Cakes.

20 per cent. **Medical Bath Soap**
95 cts. per Cake.

You will enjoy a Most Refreshing and
Luxurious Bath by using

**WATSON'S
HOUSEHOLD AMMONIA.**

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THE HONG KONG DISPENSARY.
Established 1871.

Neither the Amah nor the Boy

Can make as good use of your old suits,
frocks, shoes, etc.

WE can send them to the
HONG KONG BENEVOLENT SOCIETY
at the City Hall,
Any Monday and Thursday,
at 11 a.m.



These New Orthophonic Victor Dance Records for April

are like sunshine after showers

Dance records in a dozen different styles. Every one
packed with tricky rhythms and startling new instru-
mental effects. Vocal refrains add to the fun. It's just
the kind of music you want for that party at your house.
Come in and sample them—today!

Oh! Man River—Fox Trot (from Show Boat) With Vocal Refrain
Make Believe—Fox Trot (from Show Boat) With Vocal Refrain
PAUL WHITEMAN AND HIS ORCHESTRA
No. 21214, 10-inch

Rampage—Waltz With Vocal Refrain
Lonely Melody—Fox Trot
PAUL WHITEMAN AND HIS ORCHESTRA
No. 21214, 10-inch

There Must Be a Silver Lining (That's Shining for Me)
My Stormy Weather (That's Shining for Me)
JOHNNY JOHNSON AND HIS STYLISH PENNSYLVANIANS
No. 21227, 10-inch

Together—Waltz With Vocal Refrain
Dear, On a Night Like This—Fox Trot With Vocal Refrain
THE TROUBADOURS
No. 21213, 10-inch

Can't Help Lovin' Dai Man—Fox Trot (from Show Boat)
Why Do I Love You—Fox Trot (from Show Boat)
With Vocal Refrain. NAR SHUKER AND THE VICTOR ORCHESTRA
No. 21215, 10-inch

Let a Smile Be Your Umbrella (On a Rainy Day)
The Man I Love—Fox Trot (from Strike Up the Band)
ROGER WOLFE KAHN AND HIS ORCHESTRA
THE TROUBADOURS
No. 21233, 10-inch

Smile—Fox Trot With Vocal Chorus
Away Down South in Heaven
PAUL WHITEMAN AND HIS ORCHESTRA
THE TROUBADOURS
No. 21228, 10-inch

After My Laughter Came Tears—Fox Trot
In the Sing-Song Sycamore Tree—Fox Trot
With Vocal Chorus. THE VICTORIANS
No. 21219, 10-inch

I Just Roll Along (Havin' My Ups and Downs)
My Melancholy Baby—Fox Trot With Vocal Refrain
ALL STAR ORCHESTRA
No. 21212, 10-inch

Everywhere You Go—Fox Trot With Vocal Refrain
Beautiful—Fox Trot
JACK CHAFFORD AND HIS ORCHESTRA
No. 21217, 10-inch

S. MOUTRIE & CO., LTD.
(Victor Distributors).

WHITEAWAYS

FULL SUITES OF TABLE CRYSTAL

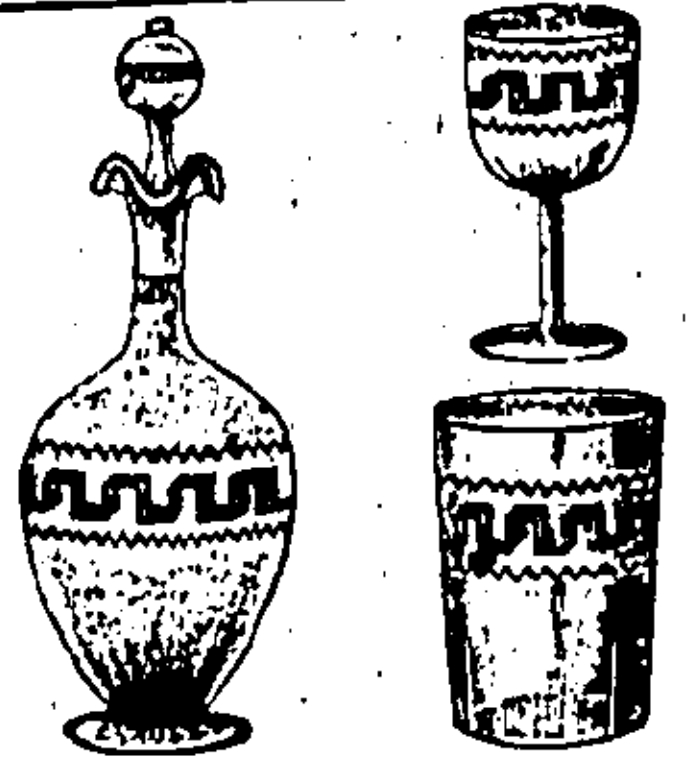
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Tumblers, 1/2 Pint ... @ \$ 5.50 doz.
Tumblers, 1 Pint ... @ 9.95 "
Liquor Glasses ... @ 5.50 "
Port Glasses ... @ 5.95 "
Sherry Glasses ... @ 5.95 "
Claret Glasses ... @ 10.95 "
Champagne Glasses ... @ 14.50 "
Finger Bowls Glasses ... @ 18.00 "
Ice Plates Glasses ... @ 18.00 "
Decanters 1 pt. 395 1 qt. 450 each.

GRECIAN KEY.



1/2 Pint Tumblers ... @ \$ 9.50 doz.
1 Pint Tumblers ... @ 14.50 "
Liquors ... @ 7.50 "
Ports ... @ 8.80 "
Sherries ... @ 8.00 "
Clarets ... @ 10.00 "
Champagne ... @ 13.50 "
Cocktail ... @ 10.50 "
Finger Bowls ... @ 18.50 "
Decanters, 1 pint ... 4.95 each
Decanters, 1 quart ... 6.25 "

BALMORAL.



1/2 Pint Tumbler ... @ \$10.50 doz.
1 Pint Tumbler ... @ 15.50 "
Liquors ... @ 8.50 "
Ports ... @ 9.50 "
Sherries ... @ 9.50 "
Clarets ... @ 10.50 "
Champagne ... @ 10.50 "
Cocktail ... @ 10.50 "
Finger Bowls ... @ 18.50 doz.

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Hong Kong, Thursday, April 19, 1928.

THE GATEWAY TO INDIA.

The European tour of King Amanullah of Afghanistan has of late brought that country very much before the public, who in a vague sort of way are merely aware of Afghanistan as a buffer state lying between the Indian frontier and Asiatic Russia. It is precisely because of the fact that Afghanistan occupies such a geographical position that the European tour of King Amanullah and his Queen Souriya is regarded as of special significance to most of the Chancellories of Europe, particularly to Great Britain and Russia. And that is why, to a very great extent, very special honours have been paid to Afghanistan's King while recently in England, where he not only saw the nation at work and play, but also witnessed impressive aspects of the work of the Navy, Army and Air Force. More than ever is it imperative that we should do our utmost to preserve the friendly relations that at present happily exist between us and Afghanistan, with whom in the past we have frequently been engaged in warfare owing to the Afghans' close proximity to India and their conjunction with Russia, which has long sought to encroach upon our Indian domain in the direction of Afghanistan. With the adoption of Bolshevism, the Russians have been forced to focus their attention in that direction, and during the past few years

there were not wanting many indications that their pernicious policy was aiming at undermining our good name in Afghanistan and of doing us as much harm as they possibly could on the Indian frontier and elsewhere in India. It is therefore, as stated, imperative that we should stand as well as possible in the opinion of Afghanistan; and in the visit of King Amanullah it was, of course, generally and readily recognised that we had a splendid opportunity of setting before Afghanistan's progressive ruler substantial facts regarding our aspirations with reference to India generally.

Afghanistan is to-day as in the past the gateway to India, and only through that country might India be regarded as vulnerable. Soviet Russia is as well aware of that fact as anyone else and it is because of the Soviet's outrageous policy in that direction as elsewhere that we have to be especially mindful to counteract her insidious propaganda in every respect. Happily, King Amanullah is determined to further the true interests of his country and its people by bringing about their advancement in a manner consistent with Afghanistan's independence and patriotic dignity. The King is well aware of Afghanistan's true role in international politics and, unhampered, we have little to fear from Bolshevistic machinations in Afghanistan. During the World War Afghanistan, though with Turkey one of the foremost Mohammedan countries, fulfilled her promise to Great Britain by remaining neutral. This augurs well for the future, particularly after the impressions recently received by King Amanullah in England, and even though we must bear in mind that he has not yet passed out of the hands of the Soviet. He is due in Russia shortly, and it is certain that the Soviet will strain every nerve to impress him with regard to Russia's particular views on Asiatic affairs generally. We shall be much surprised if King Amanullah is unable to estimate the Bolshevistic doctrine at its true worth and let it be known that Soviet propaganda towards India via Afghanistan is extremely distasteful to him.

The Nanking Patch.

We publish in extenso to-day comment on the part of a north-China newspaper in regard to the American settlement in the Nanking Patch.

affair and, not for the first time, agree with our contemporary that the terms cannot be regarded as satisfactory. Criticism on the "patch" comes appropriately from Tientsin, for in the troublous days of early 1927 the British Concession there suffered many anxious moments, fearing that the bolt of disorder and rapine would fall as suddenly as it did at Nanking, Hankow, Kiang and other places on the Yangtze where foreigners were congregated. Even to-day this bright little Concession on the banks of the Haiho has the threat of surrender hanging over it. Its call for a clean and dignified settlement of the Nanking Rape is, therefore, one to be appreciated by all except those who wilfully turn their heads from justice and the maintenance of national honour. In the American settlement terms, it is true, there is no expression of regret for the American bombardment of Socony Hill, nor is there any definite undertaking in regard to treaty revision; but there is a curious explanation of the firing by American guns which, as the northern paper points out, comes perilously near an excuse and will almost certainly be twisted into at least a half-apology by the Chinese. The article to which we have referred deals in detail with the Notes that passed between the Nationalist foreign minister and Mr. MacMurray and is one which we commend to the attention of our readers.

GAOL CROWDED?

SUPERINTENDENT'S REPORT FOR YEAR.

LAI CHI KOK PROGRESS.

In connection with the questions of the Hon. Mr. J. Owen Hughes, at to-day's Legislative Council meeting, regarding prison accommodation, it is interesting to note that the report of the Superintendent of Prisons for the year, which will be laid on the table at to-day's meeting, states as follows:

"The gaol was again overcrowded and additional congestion was caused through having to accommodate sick prisoners in the Halls during the rebuilding of the Hospital. It is hoped that the new Hospital will be ready for occupation early in 1928."

With regard to the Lai Chi Kok prison, it is reported that much progress has been made with the land resumed in 1926 which has been largely cultivated and reclaimed. The land affords much needed useful employment for prisoners at Lai Chi Kok.

Increase in Prisoners.
The number of prisoners received into prison during the year and the corresponding number for year 1926 were as follows:

	1926.	1927.
Convicted by Ordinary Courts	5,663	6,582
Convicted by Court Martial	4	4
Convicted by High Court Wei-hai-wei	1	1
Debtors	64	67
On remand or in default of finding surety ...	780	1,086
Total	6,511	7,740

"VARSITY LECTURE.

"ELEMENTS IN AN ANALYSIS OF THOUGHT."

H.E. the Governor, Sir Cecil Clementi, K.C.M.G., Chancellor of the University of Hong Kong, delivered the first of a series of three lectures on "Elements in an analysis of Thought" at the University yesterday evening in the presence of a large gathering.

His Excellency said that he had undertaken to deliver the lectures in the hope that others might be encouraged to deliver public lectures at the University. He had chosen "An analysis of Thought and activities" as his subject as it was one of the most useful things one could do. That thought existed was the basis of any study and the study of thought was a special, essential and most interesting science.

His Excellency spoke for over an hour, his analysis being closely followed. At the conclusion, the Vice-Chancellor, Mr. W. W. Hornell C.I.E., thanked His Excellency on behalf of those present.

The other two lectures on the same subject will be delivered on April 25 and May 2.

Among the many present, in addition to a large number of University students, were Lady Clementi, the Hon. Sir Sheu-son Chow, the Hon. Dr. R. H. Kotewall, C.M.G., the Hon. Mr. H. T. Creasy, the Hon. Sir Henry Pollock, the Rev. Bishop H. Valtorta, Rev. Dr. W. Pearce, Mr. Allen Cameron, Mr. F. A. Perry, Mr. M. P. Talant, Mr. W. B. A. Moore, Mr. Kwok Siu-lau, Dr. S. W. Tso, Mr. Wong Kwong-tin and Mr. G. F. Nightingale.

PROTECTING TREES. | 2 YEARS' "HARD."

BOTANICAL AND FORESTRY REPORT.

THE YEAR'S WORK.

Increased areas had been dealt with in connection with the formation of pine tree plantations, states the report of the Director of the Botanical and Forestry Department for last year.

Other matters referred to are anti-malarial clearings, insect pests, hillside fires and measures taken to stop the cutting of New Year Flower.

Extracts from the report follow:

More Plantations.

Increased areas were dealt with during the year, and the number of in situ sowings of seed of Pinus Massoniana amounted to 197,476 as against 70,500 in 1926. Not less than 5 seeds were sown in each site in order to allow for failure and damage by small animals and birds; the total weight of seed used in this method of re-forestation was 115 pounds.

The areas dealt with were West Bay peninsula, Mount Collinson, Stanley Mound, Catchwater, Tai Wo Po, Shek Li Pui reservoir area, Kowloon Tsai, hills adjoining Kowloon Bay, Castle Peak near the Police Station, Tai Po Forestry Reserve and bare hills in the Peak District.

Gale Damage.

The planting of roadside trees for shade and decorative purposes was maintained and extended during the year, large number of trees were killed or damaged by the gale of August 20 and could not be replaced before the end of the year; the force of the gale did most damage between Castle Peak and Sheung Shui where many fine specimens of "Melaleuca Leuca-dendron" were destroyed.

Increased motor traffic necessitated the removal of a number of large shade trees from the sides of the motor roads.

Other felling was carried out in connection with the development of building sites, the formation of dairy farms and the leasing of the necessary grass growing areas adjoining the farms, extensions of cemeteries and work in connection with reservoir catchment areas.

Planting of shade and flowering trees, shrubs and creepers was carried on in large numbers of otherwise unused small open spaces in all parts of the Colony.

Anti-malarial clearing has now been extended to Tai Po district where systematic removal of undergrowth is carried out in the vicinity of houses and public buildings, twice annually.

Insects And Fire.

Pine Tree Caterpillars (Eutricha punctata) appeared in the Pine plantations in many parts of the Colony in March and were in evidence at the end of the year; serious damage was done to Pine trees during the month of June. Collection and burying of the caterpillars was commenced when there was no longer any hope of weather condition destroying the pest, the total amount collected and destroyed in all parts of the Colony was 14,637 pounds.

A total of 30 hill and plantation fires occurred during the year, no serious damage was done to any Government plantation but large numbers of wild trees on the slopes of Tao Mo Shan were destroyed. Little or no assistance in dealing with fires was given by village people living within short distance of the burnt areas; most of the fires appeared to be due to careless dropping of lighted tobacco or matches.

Illicit Felling.

The total number of persons arrested and charged with forestry offences during the year was 355, of these 300 were fined or imprisoned, 26 cautioned, 10 had their bail estreated, 10 were discharged, 6 bound over in personal bonds of \$100 each and charges against 3 were withdrawn.

Chiefly as a result of penalties inflicted and warnings given in District Officers' Courts the amount of illicit felling of the larger indigenous trees in outlying districts was much less than during the past five years.

Efforts are still being made to stop the cutting of New Year Flower (Enkianthus quinque-florus) and notices are now posted in all parts of the Colony for some weeks prior to Chinese New Year warning the villagers against destroying this flowering shrub; this and the fact that a plentiful supply is now brought down from Canton has had the effect of lessening the more serious wholesale cuttings but thefts of small quantities in the Wanchai Gap and Tytam districts were again reported.

SEQUEL TO YAUMATI STREET CHASE.

IMPERSONATED POLICE.

There was a sequel at the Criminal Sessions this morning to a street robbery and chase in Yaumati when, by impersonating police searchers, robbers took over \$200 from a Chinese named Yung Shun-yuen.

Sung Wing was charged that on March 24, together with two others unknown, he robbed Yung Shun-yuen of a purse, \$225 and 10s. in money.

Mr. H. S. Fitzroy, prosecuting for the Crown, detailed how Yung, who is a rattan furniture dealer, changed a sum of money at a money-changer's in Shanghai-street and was walking along Canton-road when he was approached by three men who represented themselves as police searchers and indicated that they wished to search him. The man put up his hands to be examined, whereupon one of the three men caught him by the neck and struck him on the side of the face whilst the other two cut his coat open and abstracted the money.

Half A Mile Chase.

All three men then ran away and Yung gave pursuit to one of them who he alleged was the man who held and struck him. He alleged that he kept the man in sight the whole way and eventually, after nearly half a mile's chase through back streets he caught up with him in Austin-road where the pursued man fell. Yung pounced on him and called for assistance, a police searcher coming to his assistance.

To the police searcher who arrested him, the prisoner admitted being present when Yung was held up, but maintained that he was merely an onlooker. Prisoner had no money on him when searched. Nothing had been heard of the other two men.

Mr. Fitzroy commented on the fact that prisoner had run nearly half a mile and asked if this was the action of an onlooker who had taken no part in the hold-up.

"Merely An Onlooker."

Prisoner, in giving evidence on his own behalf, denied that he ran away and said that he had merely walked away after the robbery in which he had played no part at all. The complainant had followed him and accused him whereupon he was arrested.

The police searcher, however, stated that both prisoner and Yung were panting and in an exhausted state as if they had run a long distance when he came on the scene. The jury retired and found prisoner guilty.

His Lordship agreed with the verdict and sentenced prisoner to two years' hard labour.

THE GAY RETREAT.

SPLENDID COMEDY AT THE QUEEN'S.

The special feature attraction in the movie world of Hong Kong is being screened at the Queen's Theatre to-day until Saturday, in the new picture "The Gay Retreat," in which the comical pair of marines responsible for the huge success of "What Price Glory," namely Ted McNamara and Sam Cohen, are again the principals.

Enlisting in the services of an ambulance corps so as to serve and keep the sleep-walking son of a millionaire out of trouble, the two faithful attendants romp through one thrilling and side splitting adventure after another, splendidly supported by Betty Francisco and Judy King.

Ably directed by Benjamin Stolloff and specially written by one of America's leading cartoonists, it is a hilarious yarn of the war days and Paris nights, and is claimed to be one of the most popular comedies yet shown in the Colony, running "Shoulder Arms" a hard race for first place.

DO YOU KNOW?

To-day's List of Little Posers.

From day to day in the "China Mail" appear half a dozen questions of a general nature, for which acknowledgment is due to the "Daily Sketch." Answers will be found on page 9 of this issue.

1. Who the Count of Monte Cristo was?
2. What mortar is?
3. Who said that "speech was given to man to conceal his thoughts"?
4. The legal definition of a motor-cycle?
5. How many muscles there are in the human body?

COUNCIL QUESTIONS.

The Government's Reply to Members.

KOWLOON REPRESENTATION.

Traffic Facilities At "Star" Ferry Wharf.

Replies were given by the Government to-day at the meeting of the Legislative Council, to questions by unofficial members.

Member for Kowloon.
The Hon. Sir Henry Pollock's questions and the replies to them were as follow:—

1. Will the Government consider the advisability of making representations to the Right Honourable the Secretary of State for the Colonies with reference to the constitution of this Council being amended in order to permit of Kowloon being represented on this Council?

H.E. the Governor proposes to discuss the question of the composition of the Legislative Council with the Secretary of State during his approaching visit to England.

2. If the construction of a public pier at the end of Nathan-road is impracticable, will the Government favourably consider the erection of a public pier at the end of Jordan-road?

The provision of a public pier at the end of Nathan-road is impracticable. The construction of a vehicular and passenger ferry pier at the end of Jordan-road is under consideration and until the questions concerning the proposed vehicular ferry have been decided, no further answer can be given.

Traffic Regulation.
3. Will the Government state what steps it is prepared to take in order to meet the desires of the Kowloon Residents' Association in regard to the improvement of traffic regulation in the vicinity of the Star Ferry Wharf at Kowloon?

A comprehensive scheme has been prepared for the layout of the area in the vicinity of the "Star" Ferry Wharf at Kowloon with a view to improved traffic regulation. It has been prepared to meet as far as possible the desires of the Kowloon Residents' Association whose proposals have received due consideration. The scheme will be made public in a sessional paper in due course.

Bathing Facilities.
4. With a view to the increase of public bathing facilities in the Colony, will the Government:

(i) Put up additional bathing cubicles, and pavilion accommodation, for the use of the public at Repulse Bay?
(ii) Put up bathing cubicles, and a pavilion, for the use of the public, at the Bay near Stanley where private bathing matsheds have already been erected?

(i) At present 15 cubicles (10 feet by 6 feet) are being erected at Repulse Bay with fresh water showers, water stand pipes, etc. Ten are for men and five for women. No provision is being made for a pavilion.

(ii) The beach at Stanley has been fully allocated; two or three additional sheds might be erected on the higher ground above the beach, but this site is not considered suitable. No public bathing cubicles or pavilion are being erected and no funds are provided for this purpose.

Cheung Sha Bay.
5. Will the Government, (in accordance with the recommendations of the Bathing Beaches Committee contained in Sessional Paper No. 12 of 1926), expend a sum, then estimated at \$7,115, with an annual wages bill for boatmen and coolies of \$560 for the season, in providing bathing cubicles, a shelter or pavilion, sanitary conveniences, boats, buoys, rafts, fresh water, etc., at Cheung Sha Bay, which is on the motor road a few miles nearer to Kowloon than Castle Peak Bay? Funds are not available at present for the suggested works at Cheung Sha Bay.

Kowloon Tong.
6. Will the Government take steps to enable the residents of Kowloon Tong to have a sufficient water-supply for the flush closet system, which system has been installed in their houses in accordance with the original building scheme?

On Sept. 25, 1924, the Hon. Mr. Montague Ede raised in Executive Council the question of the water supply of the Kowloon Tong settlement. He put forward proposals for the construction of a reservoir to supply the settlement with water for a water flushing system and for the trees, gardens, lawns, etc., which were essential to the scheme. The then Director of Public Works pointed out that these proposals were uneconomical and said that the settlement would be supplied in due course from the Shing Mun Waterworks. Mr. Ede, however, pressed his point, and after discussion the Governor in Council agreed that he should be

the Kowloon Tong scheme on the clear understanding that the Government took no responsibility in the matter and assumed no liabilities in respect of it. In these circumstances it is clear that, if the existing water supply to the Kowloon Tong scheme is defective, the blame for such defect rests on the Kowloon Tong Estate Company, which should take steps to remedy it by negotiating with the Government for connection with the Shing Mun Waterworks.

Children's Playground.
7. Will the Government utilise one of the strips of Government land abutting on Salisbury-road as a play-ground for Kowloon children? Will the Government also inquire into the possibility of various unutilised pieces of land abutting on Nathan-road being temporarily used for the purposes of children's playgrounds?

Pending its use by the Government for other purposes, a small area can be reserved as a children's playground at the junction of Salisbury and Middle Roads. There is, however, in the opinion of the Government, no area at Tai-shan-shui which is really suitable for permanent reservation as a children's playground; and none of the undeveloped area adjoining Nathan-road appears to be suitable for conversion to children's playgrounds.

Sir P. Chater Memorial?
8. Will the Government consider the advisability of a simple granite Memorial being erected on the Praya Wall, being Queen's Pier and the Star Ferry Wharf, in order to commemorate the fact that the late Sir Paul Chater was the originator of two important Reclamations on the South side of the Harbour, namely, one from the Royal Naval Yard Westward to West Point, and the other from the Royal Naval Yard Eastward to East Point?

The question of a memorial to Sir P. Chater is in the hands of a representative Committee whose plans originally included a statue for which Government was prepared to grant a site. It is understood that the idea has been abandoned in favour of the endowment of scholarships at the University; but if the Committee desire a memorial of the nature suggested in the question, Government is still prepared to consider the grant of a suitable site.

Prison Accommodation.
The Hon. Mr. J. Owen Hughes's questions and the replies to them were as follow:—

1. What information can the Government lay before the Council as to the partially prepared site for the new prison situated in Kowloon Bay?

The work on the new gaol at Ngau Shi Wan was suspended after a meeting on the site of members of both Executive and Legislative Councils with His Excellency. The site adjoins the Airport site at Kowloon Bay and will be required in connection with the development of that project and will not be used for the construction of a Prison.

2. What are the daily average of prisoners in 1927 in:—
(a) Victoria Gaol.
(b) Lai Chi Kok Gaol.

(a) 774.
(b) 415.

3. Does the Government consider these prisons to be overcrowded?
Victoria Gaol is overcrowded. Lai-chi-kok Gaol is not overcrowded. On the other hand Lai-chi-kok can hardly be called a prison. There is no cellular accommodation and little opportunity for employing the prisoners on labour.

4. If yes, when is it proposed to proceed with increased accommodation?
Increased accommodation cannot be provided at Victoria Gaol. Government is at present investigating possible sites on which to build a new prison.

SUN GLASSES.

NEW STYLE REDUCE GLARE.

Berlin.—A new type of dark glasses for outdoor wear at tennis, golf and other sports, and said to be especially useful for auto-drivers at night when meeting cars with glaring headlights, has been produced in an optical factory at Jena.

The basis for the new eye protection consists of two wedge-shaped pieces of glass fused together. The upper member of the pair is made of a dark, gray-brown glass, while the lower part is clear and uncoloured. Goggles made from this material are thus very dark at the top, shading off gradually into clear glass at the lower edge.

This arrangement cuts off the glare of the sky, while permitting an unclouded view of the ground. Motorists, encountering glaring headlights, simply duck their heads a little and look through the tops of their goggles until the offending car has passed, when they again make use of their normal vision through the lower

AIR RESEARCH.

LOCAL NAVAL AUTHORITIES CO-OPERATE.

OBSERVATORY REPORTS.

Reporting on upper air research in connection with meteorological observations, the Director of the Royal Observatory, in the course of his annual report which was laid on the table at to-day's meeting of the Legislative Council, states that eleven flights with pilot balloons were made during the year, supplemented by 2 from H.M.S. "Argus" (Lieut.-Commander A. E. Dodington, R.N.) and 16 temperature flights in sea planes were made by Lieut.-Commander H. S. Murray Smith, R.N., who also observed upper air wind direction and velocity on four occasions, by means of smoke bursts from H.M.S. "Hermes" when at sea. Lieut.-Commander Dodington similarly observed wind direction and velocity on 2 occasions at Wei Hai Wei and on 4 occasions between Wei Hai Wei and Hong Kong.

Temperature Flights.

Temperature flights were made by Lieut.-Commander Murray Smith, at Hong Kong on June 15-18 and by Lieut.-Commander Dodington, off Shanghai, on June 14-17. The results of the Pilot balloon observations have been forwarded to the Secretary of the International Commission for the exploration of the upper air. The results of the temperature flights have been tabulated, but they are not sufficiently numerous for discussion at present.

The report also refers to the building of a new Magnetic Station at Au Tau and a change in the site owing to objection on the part of Chinese living in the neighbourhood of the original site. The present site is reported as not so suitable as the intended site.

Last Year's Weather.

The principal features of the weather in 1927 were:—

- Rainfall very considerably above normal in May and considerably above normal in July and August. 6.01 inches fell from May 6 to 8 and 15.75 inches from May 17 to 24.
- Temperature considerably below normal in March and April and considerably above in November and December.
- A typhoon which passed a few miles to the South of Hong Kong in the morning of July 25, causing a moderate gale. Another typhoon which passed a few miles to the South of Gap Rock in the morning of August 20, causing a violent gale at Hong Kong.

Wireless Messages.

Regarding the reception of wireless messages, the Director refers to the reception from ships and also states that Father Gherzi, of the Zikawei Observatory, after patient experiment and with the utmost good will, has recently inaugurated a short wave broadcast service, by which the Observatory obtains at 2h. 45m. the 6h. observations from 7 stations on the Yangtze and North China. The thanks of all concerned are due to Father Gherzi for these valuable observations.

The Meteorological Authorities at Pratas continue to send, with commendable regularity and promptitude, their 6h., 11h., 14h. and 17h. observations and the 6h. observations from some Philippine stations. They also send hourly observations during the passage of a typhoon.

Weather Forecasts.

The results of comparison of the daily weather forecasts with the weather subsequently experienced are given below, together with the results of the previous five years:—

Year.	Complete Success.	Partial Success.	Partial Failure.	Total
1922	67	30	3	0
1923	66	30	3	1
1924	71	24	5	0
1925	62	34	4	0
1926	72	26	2	0
1927	70	26	4	0

The forecast comprises wind direction, wind force, and weather. Complete success means correct in three elements. Partial success means correct in only two elements. Partial failure means correct in only one element. Total failure means correct in no element.

DOMINIONS IN WAR.

THE WESTERN FRONT.

London.—In a lecture on "Dominion and Colonial Defence," Major Gordon Macready, Assistant Secretary of the Committee of Imperial Defence, revealed that at one stage of the war 50 miles of the British Western front was held by Dominion, Indian, and Colonial troops, without whom, he said, the war might

DIOCESAN GIRLS'.

FORMER PUPILS' ANNUAL MEETING.

MORE INTEREST NEEDED.

An appeal for greater interest and support was made at the annual meeting yesterday of the Diocesan Old Girls' Association. The President, Mrs. Matthews, indicated that an attempt had been made to raise funds to build a Club House which it was suggested might forge a strong link to bind members together. The scheme had had to be abandoned, however, as social functions held during the year had never been attended by 20 per cent. of members and it was thought under these circumstances that a Club House might be a bit of a "white elephant." The funds raised for the object of building had been put to the general funds to further the aims of the Association.

Mrs. Matthews referred to the enjoyable dances that had been held under the Association's aegis and thanked Miss Kacker for the efficient manner in which she had discharged the duties of Hon. Secretary also Mrs. Jex, the Hon. Treasurer, Miss Walters, entertainment organiser, Miss K. Grose, Mr. M. K. Lo, Mrs. Lo, Miss Sawyer and the Committee for their work on the Association's behalf.

Miss Kacker, the Hon. Secretary, in making her report, referred to the present membership of the Association—sixty—and expressed the hope that girls leaving would join up and keep in touch with the School. Miss Kacker referred with appreciation to the work of the President and, in conclusion, asked to be relieved of the position of Hon. Secretary, a position which she had held for two years, in order that the office might change holders.

The following Officers were elected for the ensuing year: President, Mrs. Matthews; Hon. Vice-Presidents, Miss Sawyer and Miss Kacker; Hon. Treasurer, Miss Robinson; Hon. Secretary, Miss K. Grose.

Committee: Miss O. Barréto, Miss G. Chen, Miss E. Rogers, Miss M. Churn, Miss E. Coysh and Miss I. Gittins, Miss Urquhart and Miss E. Walkers were re-elected by the retiring committee to remain on the board.

CINEMA NOTES.

"A MAN'S LAST."

The famous German actor, Conrad Veidt, makes his first appearance in an American film as the leading man of "A Man's Last," a new picture which will be the chief attraction at the World Theatre from to-day to Saturday. "A Man's Last" is a screen adaptation of the Hungarian play of that name and deals with the strange adventures of an escaped convict who is compelled to pose as the brother of the woman he adores. What happens when he is recognised by the assistant governor of the jail who has fallen in love with the same girl brings about the dramatic climax. Playing support of the leading players are, Ian Keith, Barbara Bedford, and George Seigmman. The production was taken from the novel by Emerich Foldes and directed by George Melford.

"THE HONEYMOON EXPRESS."

"The Hymoon Express," which is being shown at the Star Theatre from to-day till Saturday, is a comedy of domestic life Irene Rich and Willard Louis are the featured players in the roles of a couple who have almost reached the parting of the ways. The children too, are drifting apart, being members of the fast set determined to live their own lives. A sudden change is brought about by the revolt of the neglected mother, whereafter events lead rapidly to the climax. The picture was directed by James Flood, and the cast includes such well known players as Helene Costello, Jane Winton and Virginia Lee Corbin.

COMMITTS SUICIDE.

CHINESE WOMAN AT FANLING.

A Chinese married woman named Yun Kau-tai (42) living at No. 18, Fanling North-village committed suicide at 1 p.m. yesterday, by hanging herself at her house. The body was removed by the Sheungshui police to the Kowloon mortuary. People living in the same house as the dead woman, informed the police that she had previously made two unsuccessful attempts to take her own life by the same means. They stated that she had worried about her husband who had been abroad

Shadows Before

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day—Queen's Theatre; "The Gay Retreat."
To-day—World Theatre; "A Man's Past."

To-day—Star Theatre; "The Hymoon Express."
To-day—Dance, at Cheer 'O Y.M.C.A., at 7.30 p.m.

April 20—Quarry Bay Dance, at 7.30 p.m.

April 21—Cheer 'O Y.M.C.A. Social, at 7.30 p.m.

April 22—Music, at Cheer 'O Y.M.C.A., at 7.38 p.m.

April 22-23—Queen's Theatre; "The Quarterback."

April 22-23—World Theatre; "The Big Parade," 2.30, 6.30, 9.15.

April 22-23—Star Theatre; "Wild Beauty."

April 23—Cheer 'O Dance at Helena May Institute, at 8.30 p.m.

April 23—Cheer 'O Dance at Helena May Institute, at 8.30 p.m.

April 24-25—Queen's Theatre; "Everybody's Acting."

April 24-25—Star Theatre; "The General."

April 26-28—Queen's Theatre; "The Cohens and Kelly's in Paris."

April 26-28—Star Theatre; "Footloose Widows."

April 26—St. Peter's Club concert in St. John's Cathedral Hall.

June 16—Concert by M. Jacques Thibaud, famous French violinist.

Sports.
April 21—St. Peter's Club first annual marathon race, 3 p.m.

April 21—H.K. Football Assen: Chinese Athletic v. R. N. 3.30 p.m.

Lai-Wah Cup final, 5 p.m.

Meetings.
April 20—Annual meeting of members of the Victoria Recreation Club at V.R.C., 6 p.m.

April 23—Extraordinary meeting of the China Light & Power Co., (1918) Ltd., St. George's Bldg., 11 a.m.

April 24—Fiftieth annual meeting of China Sugar Refining Co. Ltd., at Company's offices, Pedder-st., noon.

Miscellaneous.
To-day—Major R. H. Lucas, O.B.E., M.C., R.A.M.C., will read a paper on "Some Surgical Derangements of Knee Joint" at meeting of H.K. University Medical Society, 5.30 p.m.

To-day—Mr. M. Manuk speaks on "What do we Believe" at Theosophical Society, 7 Duddell-st., 6 p.m.

SPURIOUS COINS.

SAMFAN BOY TO GET TWELVE STROKES.

A small sampan boy was this morning charged before Mr. R. E. Lindsell, at the Central Magistracy, with (1) uttering a counterfeit 20-cent piece, and (2) possession of two 20-cent and five 10-cent counterfeit coins.

The case for the prosecution was that the accused approached a hawker in Connaught-road Central at 1 p.m., yesterday and bought one cent's worth of sugar cane and tendered a spurious 20-cent piece in payment. The hawker immediately saw that the coin was bad and refused to accept it. The accused insisted that the money was good, and during the argument a district watchman came up to investigate the matter.

He suspected the boy, and decided to search him. In a coat pocket the watchman found two 20-cent and five 10-cent pieces, all bad. In the other pocket were two genuine 10-cent pieces and five coppers. He then arrested the accused.

With regard to the 20-cent pieces, the lad said that he did not know they were bad. The 10-cent pieces he knew were "duds" and intended making buttons with them.

The Magistrate said that having two good 10-cent pieces on him, it was curious why the accused should tender 20 cents for change. It was more curious why accused did not pay for the sugar cane with one of the coppers, which he had in his pocket.

The accused said that he had intended to give one cent to the hawker, but by mistake put his hand in the wrong pocket and pulled out a 20-cent piece instead.

Remembering that the excuse "would not wash," Mr. Lindsell sentenced the lad to receive 12 strokes and order the spurious coins to be destroyed.

NOTICE.

POSTPONEMENT.

IN view of the Entertainment to be given to the Hong Kong Garrison by the Society of St. George, on MONDAY, April 23rd, (St. George's Day),

THE CHEER 'O Y.M.C.A. DANCE, (at Helena May Institute) is unavoidably POSTPONED.

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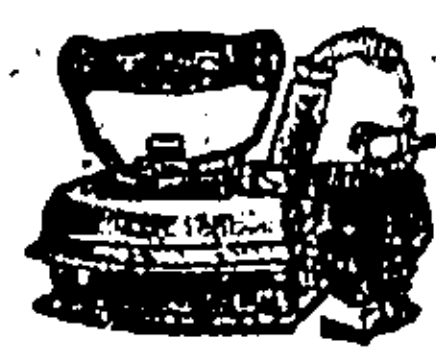
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DIAMOND MERCHANTS.
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PARROT
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For the first time in twenty-five years, there was recently not a single Brighton case at the Sussex Assizes.

Mrs. A. C. Wentworth Lewis, widow of the late editor of the "Straits Times", left for Europe by the M.M. "Sphinx."

The staff of the Bureau of Public Safety received their wages for February yesterday, says a Shanghai contemporary of the 3rd Inst.

Mrs. M. Falconer, an Englishwoman staying at a Nice hotel has reported the loss of £250 worth of jewels stolen from her room during the night.

Mr. M. Manuk will speak on "What do we Believe?" at the weekly public lecture of the Theosophical Society to-day at 6 p.m. at the Lodge, 7 Duddell-street.

A reward of £200 is offered by a firm of assessors for the recovery of jewellery, valued at £2,000, stolen from the house of Lieut. Colonel Dudley Cooke at Bickley, S.E.

Miss Rose Valvassura, aged about 20, of Salisbury-road, Walthamstow, E., was killed by a runaway horse and van which dashed on to the pavement in Eldon-street, Moorgate, E.C.

A Chinese passenger who said that he had returned from the United States, was yesterday arrested on the Ping On wharf when a Chinese detective searched his luggage and discovered a rifle.

Two cases of notifiable disease were reported to the Medical Officer of Health on Wednesday, both from the city registration district. A Chinese had diphtheria and a Briton had enteric fever (typhoid).

Mr. R. Affleck, headmaster of the Victoria Grammar School, Ulverston, Lancashire, has been appointed headmaster of Woolwich County School, the new £60,000 L.C.C. secondary school which is to be opened on May 1.

Dora Rigley, aged 23, was at Wealdstone, Middlesex, remanded in custody to the Hendon Petty Sessions, charged with being concerned with her brother in stealing and receiving clothing and effects valued at £200 from a house in Finchley-road, Golders Green, N.W.

At the Central Magistracy yesterday afternoon, the case was concluded before Mr. R. E. Lindsell in which two Chinese were charged with the larceny of twelve gallons of gasoline, the property of the Public Works Department. The first man was fined \$150 or two months' jail, whilst the other was mulcted in the sum of \$75.

The Bishop of Victoria together with Archdeacon Mok and the Rev. C. I. Blanchett left yesterday to attend the 6th Triennial Meeting of the General Synod of the Chinese Church (The Chung Hwa Sheng Kung Hui), to be held at Shanghai from April 21 to 29. The Bishop hopes to return on May 6. During his absence the Dean will act as Commissary. Official business will be attended to by the Diocesan Chaplain, Bishop's House, St. Paul's College.

According to a statement issued from Lambeth Palace, the House of Bishops, which has been considering the Prayer Book Measure, has adjourned to consider points of drafting. The Convocations of both Provinces were to meet on March 28 to decide whether the Measure in final form may go forward to the Church Assembly for final approval. If the proposal is accepted, a special session of the Assembly will be held on April 25. The Archbishop of Canterbury, presiding at the annual meeting of the S.P.C.K., said that he was full of high hopes and expectations.

The inaugural meeting of the recently formed Birmingham branch of the New Health Society, of which Sir William Arbuthnot Lane is president, was held in the Council House, Birmingham last month. Sir William Arbuthnot Lane, speaking on the importance of diet, said medical students knew nothing at all about health. They were taught about nothing but disease. Infinitely more people, he said, were killed by meat than by alcohol. If a fifth part of the population were devoted to "educating the public as to the importance of dietary a large proportion of the hospitals would soon be empty.

Mr. Joseph Parker, of Ryton on Dunsmore, near Coventry, was 160 years old last month.

Seventy-eight greyhounds left England for Berlin, where they will compete on the first greyhound track in Germany.



Mrs. Olive G. Ricker, of Chicago, Ill., newly elected Secretary of the American Bar Association, who virtually directs the destinies of that association. She formerly held a secretarial position in a Chicago bank before she took up law.

The Euro-American Chinese Returned Students' Union of Hong Kong, which was organised recently, is to hold its inaugural meeting at 4.30 p.m. to-day, in the form of a tea-party at the Hong Kong Hotel roof garden. The organisation starts with eighty-five members who have studied in about thirty different British, European or American universities and colleges. Six are women. The purpose is to provide fellowship among those who have had similar experience in study abroad and to give counsel and co-operation to those who are going for further study. The organising Committee consists of Mr. K. L. Chou, Durham and London; Mr. T. H. Mai, Chicago; Mr. Y. H. Tsao, Yale and Cornell; Prof. C. Y. Wang, Edinburgh; Mr. Y. P. Law, Cambridge; Dr. S. Y. Wong, Columbia; and Mr. Hin Wong, Missouri and Columbia.



Miss Lily Andersen, who is known as not only one of Germany's most famous players, but in novel for her beauty as well. She is called the Ideal German Girl, since she combines charming appearance with exceptional athletic ability—the two goals of modern Germany. She hopes to come to the United States this summer.

Miss Teresa Hardy, aged 85, cousin of the late Mr. Thomas Hardy, the novelist and poet, died in her sleep at her thatched cottage at Bockhampton, near Dorchester. Mr. Hardy died on January 11. Miss Hardy was much pained by the arrangements made for Mr. Hardy's funeral—his ashes in Westminster Abbey and his heart at Stinsford, near Dorchester. She emphatically protested that he should have been buried where he desired, in Stinsford Churchyard. Miss Whitaker, with whom Miss Hardy lived, died a few days before. She was the daughter of the sexton for many years of Stinsford church. Miss Hardy was buried near the grave of Mr. Hardy's heart in Stinsford churchyard. She said to a "Daily Mail" representative in January: I am grieved that they are going to take poor Tom away to London. He wanted, I know, to lie with his own folk in the churchyard yonder. Poor Tom. He was a clever boy, but I never thought he would take to writing. I think I think is when he did. Writing, I think is not a respectable way of earning a living.

Tram-ticket advertisements, reading, "Take this car to greyhound racing," have been banned by Salford Council.

Mr. W. J. Courtland who has a large interest in Courtlands, Ltd., has given £1,000 to the Royal Westminster Ophthalmic Hospital.

H.M.S. "Courageous," one of the cruisers built in 1915 for service in the Baltic, has been commissioned at Devonport as an aircraft-carrier.

The King has approved the appointment of the Rev. L. E. Binn, vicar of All Saints, West Ham, to the vicarage by the death of the Rev. R. L. Gales.

The net amount of duty collected on gas mantles under the Safeguarding of Industries Act in the calendar year 1927 was \$3,300, compared with £12,000 the previous year.

Shanghai, April 18.—The rate-payers of the International Settlement this afternoon passed a resolution, by a large majority, throwing open the public parks and gardens to the Chinese on the same terms as to foreigners.—Reuter.

Major R. H. Lucas, O.B.E., M.C., R.A.M.C., will read a paper on "Some Surgical Derangements of the Knee Joint" at the meeting of the Hong Kong University Medical Society to-day at 5.30 p.m. The chair will be taken by Professor K. H. Digby.

More than £400 has been given to Oxford University by the Worshipful Companies of Mercers, Grocers, Skinners, Salters, Ironmongers, and Clothworkers for the housing and maintenance of the Lewis Evans collection of ancient scientific instruments.

Shanghai, April 18.—The Finance Ministry has circularised the Superintendents of Customs instructing them to notify the Commissioners that all bills and vouchers, notices, documents, accounts, etc., should hereafter be written in Chinese.—Reuter.

"I have the strongest objection when I am conducting a case to the names being kept back or referred to by some sort of pseudonym. The only case in which it seems legitimate to avoid giving names is a case of blackmail." This statement was made by Mr. Justice Wright at Manchester Assizes in answer to a request by a prisoner in evidence not to disclose certain names, as the "bread and butter" of the persons concerned was at stake.

The death took place at Kowloon Hospital yesterday of Mr. J. Blythe, who two years ago retired from his post with the Kowloon-Canton Railway after many years' service. Mr. Blythe, who was a native of Birmingham, first came to China with the Royal Marines in 1900, at the time of the Boxer risings and, on taking his discharge, settled down in the Colony. He was fifty-five years of age and leaves a widow, four sons and four daughters, all of whom reside at Mongkok. The funeral passes the Monument at 5 p.m. to-day.

Mrs. Ada Robinson, of Langsett-road, Sheffield, was bound over by the local magistrates and ordered to pay costs for assaulting a school teacher, Miss Marjorie Lovatt, of Kenbourne-road, at Philadelphia Council School. It was stated that owing to untidy work Miss Lovatt pinned on the frock of Mrs. Robinson's daughter a note, "I am an untidy girl," during the morning and planned the note on again in the afternoon. Later, Mrs. Robinson walked into the classroom, pulled the note from her daughter's frock, and struck the teacher on the chest. Miss Lovatt said the punishment was a substitute for the cane.

Are men to have brighter fashions in headgear, and is the black hard felt hat doomed to extinction? Yesterday (says the "Daily Mail") to hand the first blue hard felt hat to be seen in London was sighted in Lower Regent-street. There was no doubt about the blueness of it, especially in contrast to the black overcoat of the wearer a middle-aged, clean shaven man. He was wearing also a blue suit. Many people turned to look at the rare spectacle, which was dark blue. A hatter said to a reporter: Grey and brown hard felt hats are by no means rare, but this is the first blue one I have heard of. I doubt whether the idea will catch on.

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**A WEEK'S PAPERS
IN ONE****"OVERLAND CHINA MAIL"**

**CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS
SEND IT HOME!**

This week's issue of the "Overland China Mail" covers all branches of activity in Hong Kong and South China. It is such a one that can be sent away to describe, in a good many respects, life in the Colony. Brimful of interest, this number of the "Overland" is also worth keeping handy for future reference. Subjects dealt with include the following:—

Opening of the Nationalist drive against Peking (with comment and footnotes to elucidate matters for non-Chinese).
Marshal Li Chai-sun's return to Canton.
Legislative Council business.
Sanitary Board meeting.
Annual inspection of Police and Fire Brigade, Police Reserve, with presentations and H.E.'s address.
Conclusion of visit of Japanese Fleet.
Kowloon affairs.
Piracy of another coastal steamer.
Lobo v. Lee Hysan libel case judgment.
Alice Memorial and Affiliated Hospitals meeting.
Several public company meetings.

In addition to the above, the "Overland," as usual, contains the week's local news, the Far Eastern cables, names of residents gone on leave, sports articles, wedding reports and obituary notices.

WHEN YOU GO ON LEAVE.

Hong Kong's spring exodus has begun. Are you going home on leave this year? If you are, you will be surprised by the number of persons who will ask you about China and Hong Kong. You will be astonished at the number and type of silly questions put to you in all good faith. And you will have to admit reluctantly (if only to yourself) that you are not quite certain. Will you be believed, though? Keep in touch with Hong Kong and China by having the "Overland China Mail" sent to you for a stipulated period.

By spending a little time while you are on holiday, you can keep yourself well informed if you have the "Overland." The articles which you will seek are written to help non-Chinese to understand. In any case, you will not regret, from your own point of view, being posted with the main developments (reported in brief) while you are away.

READY TO-MORROW.

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"THE OVERLAND CHINA MAIL"

Sport Columns

HOME FOOTBALL.

RANGERS WIN SCOTTISH "DOUBLE."

LATEST LEAGUE SCORES.

Rangers of Glasgow have achieved the "double" in this season's soccer in Scotland. Last Saturday, they won the final of the Scottish F.A. Cup. Yesterday they won in the League. Celtic, their rivals, also won, but the number of points gained now by Rangers cannot be equaled by any other club this season.

In division III. (southern section) of the English League, Northampton lost. Millwall, the leaders were not engaged but they are now morally positive of promotion. If Northants win their remaining four matches and Millwall lost all four of theirs, goal average will decide the issue. Any other result will make Millwall the champions, Northampton having lost a vital match yesterday.

Then, in division I, Everton go above Huddersfield (who are in the Cup Final) by a point; but Huddersfield have two matches in hand.

Cabled Scores.

London, Yesterday. League football matches played to-day (home teams mentioned first) resulted:—

Division I.

Everton 3, Newcastle 0.
Middlesbrough 2, Arsenal 2.

Division III (South).

Bristol Rovers 1, Swindon 0.
Watford 2, Northampton 0.

Division III (North).

Durham 0, Ashington 0.
New Brighton 3, Barrow 3.

Scottish League (Div. I).

Celtic 3, St. Johnstone 0.
Dundee 0, Rangers 1.

—Reuter.

LEAGUE TABLES.

The league tables are now as follow:—

Division I.

	P.	W.	D.	L.	F.	A.	Pts.
Everton	39	24	7	8	51	51	57
Huddersfield	37	20	7	10	44	47	47
Leicester	38	17	10	11	37	38	44
Derby	39	16	10	13	38	73	42
Aston Villa	38	16	8	14	71	66	40
Cardiff	39	15	10	14	36	75	40
Birmingham	39	15	9	15	74	63	39
Portsmouth	39	16	7	15	65	77	39
West Ham	39	14	10	15	77	38	38
Arsenal	38	13	12	13	77	38	38
Tottenham	40	15	8	17	73	30	38
Bury	39	17	4	18	72	79	38
Sunderland	38	14	9	15	67	37	37
Newcastle	38	13	11	14	72	78	37
Burnley	39	15	7	17	75	88	37
Liverpool	38	12	12	14	76	76	36
Middlesbrough	39	11	14	14	79	36	36
Birmingham	39	11	14	14	63	72	36
Blackburn	37	13	9	15	64	67	35
Sheffield U.	37	12	8	16	71	79	34
Manchester U.	38	13	7	18	61	75	33
Wednesday	38	10	12	16	73	75	32

Division II.

	P.	W.	D.	L.	F.	A.	Pts.
Leeds	39	24	7	8	51	51	57
Manchester C.	38	23	8	7	90	55	54
Chelsea	39	22	8	9	70	59	52
Preston	39	21	8	10	92	58	50
Stoke	39	19	8	12	68	56	46
Oldham	39	18	14	6	69	48	43
West Brom.	39	18	10	13	80	57	42
Swansea	38	16	10	12	69	60	42
Grimby	39	14	12	13	63	73	40
Port Vale	38	17	5	16	66	57	39
Notts. Forest	38	15	9	14	80	76	39
Sheff. Wed.	39	15	8	16	78	78	38
Hull	39	15	14	10	48	36	38
Notts. County	39	11	16	12	61	75	35
Southampton	39	13	7	19	64	73	33
Reading	39	11	11	17	63	74	33
Barnsley	39	11	11	17	50	83	33
Wolves	38	12	8	18	60	82	32
Clapton O.	39	11	9	19	53	72	31
Blackpool	38	13	8	17	64	74	31
Pulham	39	11	7	21	66	85	29
St. Shields	39	7	8	24	52	103	22

Division III (South).

	P.	W.	D.	L.	F.	A.	Pts.
Millwall	38	27	5	6	120	50	59
Northants	38	21	9	8	94	56	51
Plymouth	38	20	6	12	48	51	46
Swindon	38	18	8	12	80	57	44
Brighton	38	17	10	11	72	61	44
Newport	38	17	9	12	76	69	43
Exeter	39	15	12	12	62	55	42
Crystal Pal.	37	16	10	11	70	60	42
Southend	38	18	5	15	71	55	41
Queen's P.R.	38	18	8	12	62	63	41
Brentford	39	16	6	17	71	69	38
Bournemouth	39	13	15	11	69	70	37
Charlton	38	12	13	13	53	64	37
Gillingham	37	12	10	15	55	68	34
Watford	38	12	9	17	60	69	33
Bristol R.	38	13	4	21	65	85	30
Merthyr	39	9	12	18	51	84	29
Norwich	38	7	8	23	49	97	20
Walsal	39	10	8	21	65	98	28
Coventry	37	10	7	20	57	84	27
Torquay	38	7	10	21	47	98	25

Division III (North).

	P.	W.	D.	L.	F.	A.	Pts.
Bradford	39	24	9	6	101	41	57
Lincoln	39	22	6	11	83	62	50
Tranmere	37	21	7	9	96	60	49
Stockport	37	21	7	9	79	44	49
Doncaster	38	21	6	11	82	48	48
Bradford C.	39	17	11	11	68	58	48
Derlington	38	19	5	14	84	68	43
Accrington	39	17	14	8	72	42	43
Southport	40	19	4	17	66	42	42
New Brighton	38	14	12	12	65	62	40
Wrexham	39	17	8	14	60	62	40
Hullfax	38	12	13	13	67	65	37
Rotherham	39	13	10	16	62	62	36
Rochdale	38	15	6	17	68	72	36
Crewe	39	12	18	9	77	73	33
Chesterfield	40	12	9	19	66	76	33
Hartlepool	38	14	5	19	61	77	33
Ashington	39	13	8	18	67	68	33
Barrow	39	9	10	20	52	101	27
Wigan	39	9	9	21	60	89	27
Durham	39	10	7	22	46	91	27
Nelson	38	10	4	24	45	121	22

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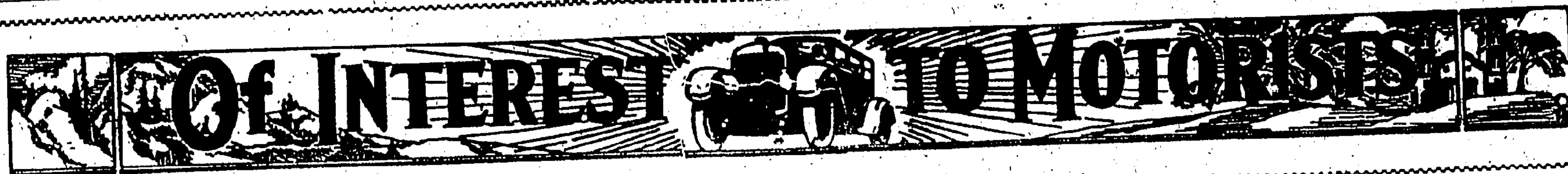
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B. S. A.

WINS THE

COLMORE CUP.

FOR BEST PERFORMANCE OF THE DAY.

CRANMORE TROPHY.

FOR BEST SOLO PERFORMANCE OF THE DAY.

BAYLISS TROPHY.

FOR BEST PERFORMANCE BY SIDE VALVE MACHINE.

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FASTEST TIMES IN ACCELERATION TEST IN

350 c.c. Side Car 350 c.c. Solo, And
Over 600 c.c. Side Car Classes.

THIS WONDERFUL SUCCESS
PROVES THE CONSISTENT RELIABILITY
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MOTOR CYCLES.

LATEST MODELS IN STOCK

FOR PRICES & PARTICULARS
APPLY

THE SINCERE CO., LTD.

AUTO-TOTAL

THE LATEST AND MOST EFFECTIVE FIRE
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NO PERIODIC REFILLING.

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MORE SUBWAYS.

NEW YORK'S GREAT
NEED

TRAFFIC CONGESTION.

Built as it is upon a narrow island not long enough, New York has traffic problems peculiar to itself. The city has made tremendous progress in adapting itself to the requirements of motor vehicular transportation but is still face to face with innumerable problems.

All rail traffic in New York should be underground. New York needs more subways and is building them. Surface trolley lines should give way to buses. Watch a trolley car turn the corner at Madison Avenue and Forty-second-street and appreciate what an absolute method of transportation the surface street car is in a congested city like New York.

Imagine what Fifth Avenue would be like with surface lines running down the centre of the street.

There is a place for the street car in our nation-wide transportation system but there is no place for it in the congested centres of great cities. The day of the elevated train should be passing in New York also. Elevated structures should be torn down, streets made wider, lighter and free of obstructions.

It is easy to forget that the first elevated train in New York began to run away back in 1868. We didn't have subways running in New York until 1904. It was natural that the cheaper elevated structures should have been built first. But the day of the elevated train in New York should be rapidly drawing to a close.

Other Cities.

New York could very well profit by the experience of other cities. Los Angeles notably, and adopt pedestrian control. That does not mean to deprive the pedestrian of any of his rights but instead is an effort to get into the consciousness of the man who walks that traffic rules and regulations and signals are for his guidance as well as for the convenience and safety of motorists.

Pedestrian travel in New York, especially on certain streets, is at all hours very heavy and in the morning there is a great flow of commuter-pedestrian traffic from Grand Central Station and the Pennsylvania Station to various parts of the city. There is a similar flow of travel from the Hudson Terminal buildings down town and from the various subway stations. At present this traffic squirms its way through rapidly moving lines of motor vehicles. When it is remembered that most automobile accidents are collisions between motor vehicles and pedestrians the question can well be raised whether it wouldn't be better to halt pedestrian traffic long enough to allow vehicular traffic to move and then to stop vehicular traffic to permit pedestrians to cross in complete safety. Other cities have found the plan a good one which results in a reduction of automobile accidents.

New York has an overhead motor-way extending from Park Avenue and Forty-fifth-street to Park Avenue and Forty-fifth-street which ought to suggest similar motor-ways in other parts of the city.

New York could make more use of pedestrian tunnels. Other cities have such tunnels and find they relieve pedestrian congestion. Sixth-avenue and Thirty-third-street, to give a single illustration, is a congested spot where tunnels could be used to advantage.

Street Trucks.

I can well appreciate the protests of truck drivers at the suggestion that loading and unloading of trucks shall be done at night. And yet I don't see how New York is going to escape night loading and delivery. At present the presence of trucks on streets convert streets where ordinarily there would be room for four lanes of travel, to ones with room for only two lanes.

By building more subways, eliminating elevated structures, removing surface lines, substituting buses, removing trucks from streets during day-time, widening of streets, pedestrian control, building of over-head motorways, building of pedestrian tunnels, building of arterial highways—all these are means whereby New York's traffic congestion can be

KNIGHT MOTOR.

INCREASINGLY POPULAR IN
NEW FIELDS.

TROUBLE-FREE.

"There is a steadily increasing sales field for a Knight sleeve-valve motored car of more than ordinary roadability and comfort and with more than usual motor performance, built to a reasonable size and sold at a reasonable price."

"In this sales field the Falcon-Knight Six occupies a distinctive position and is participating in an increasingly large percentage of sales."

This was the statement of John A. Nichols, Jr., president of the Falcon Motors Corporation in commenting on the progress made by the Company during its first year in the automobile industry.

"Entry into the business of manufacturing and selling motor cars, by the Falcon Motors Corporation, was made only after a careful study of what might be expected from the type of car we had decided to build."

"We found that the interest in the Knight sleeve-valve motor had been increasing for a long period. Motorists in general expect more from a Knight power plant than from other types of motors."

"The manufacture of Knight double-sleeve motored cars in the U.S.A. as well as in Europe had been confined to the higher price ranges."

Lower Price Range.

"Rather than enter into competition with cars already established in these classes, we investigated the possibilities of furnishing a Knight motor car in a lower price range than had ever been occupied before."

"Such a car must necessarily be reasonable in its size. It could not be equipped with a Knight engine without rendering the service which has become an accepted part of this type of engine construction."

"Our engineering staff set about to see what could be accomplished in the way of building such a car. "Finally, it was through rigid economy and high efficiency in manufacturing procedure that the way became clear."

"Response to the efforts of the organization was immediate, not only from the general motor car buying structure of the country but from the dealer structure as well."

"In no manner have we ever tried to put the Falcon-Knight Six on a price competition basis in its class."

Heavy Sales.

"The price was determined by what we discovered could be done rather than by what we felt we might have to do to make sales."

"The sales came and in larger volume than we had anticipated. They have been steadily maintained on a basis of increase totally in accord with increase in our manufacturing facilities."

"The Falcon-Knight was accepted by the general public as something which it wanted and the matter of price has rarely ever been discussed by purchasers."

"With a production schedule set for 1928 which will represent three times as many cars as we built in the nine months in which we were making deliveries in the past year, and with this schedule based on conservative estimates from our dealer organization, 30,000 Falcon-Knight cars for this year will give an indication of the sales field which is open."

BOAR'S ESCAPE.

The following hunters' story is well attested: A local shooting club went out after "pig," meaning wild boar, which are very plentiful this season, and very audacious owing to the hard weather. They found one. Finding the undergrowth in the woods an impediment to his movement, the boar took to the highway and was making excellent time, beating ovens to safety, when he met a local land-lord who was stepping on the accelerator of his light car and doing fast time along the forest road in the opposite direction. The boar charged the car and knocked it clean off the road into the ditch. Then, somewhat damaged, as the blood traces showed, it resumed its journey and got safely away. The car was completely smashed but the driver only slightly injured.

Remember you can have a Buick at this moderate price

G\$1,525
Delivered.

—and Buick offers these unrivaled quality-features

Lovejoy Hydraulic Shock Absorbers, front and rear
Smart low-swing Fisher bodies
Form-fitting tailored seat cushions
Rich color harmonies, inside and out
Bullet-type headlights
Adjustable steering column
The Buick Double-Lock (One turn of the key locks both ignition and steering wheel)
The famous Buick Sealed Chassis—with every opening dust-proof, water-tight housing
Triple-sealed engine
Vacuum cleaned crankcase
One universal joint, instead of two or three—and automatically lubricated
Buick mechanical 4-wheel brakes
Torque-tube drive
Five-bearing surface steering gear
Controlable-beam headlights
Balanced wheels
Air filter
Oil filter
Gasoline filter
Thermomatic circulation control
Automatic heat control
Vacuum windshield (on all models)
Spark plugs sealed against water
Rigorous washings of seat and rubber—back front and rear

You can have your choice of fashionable Buick body-types at remarkably low price. And they are Buicks through and through—offering true Buick luxury, performance and long life.

They give you the flashing getaway—mighty power—and brilliant flexibility of the famous Buick Valve-in-Head engine, vibrationless beyond belief.

They give you the beauty and luxury of Buick's smart, low-swing bodies by Fisher with colorful, richly appointed interiors.

They give you the supreme riding comfort, over any road, provided by Buick's cantilever springs, Lovejoy hydraulic shock absorbers and form-fitting tailored seat cushions.

They offer, in addition to low cost, the advantages of the liberal G. M. A. C. time-payment plan, the most desirable yet devised.

And you will always know—whether you pay G\$1,525. for your Buick, or more—that your money buys the utmost in motor car value.

SEDANS G\$1,615 to G\$2,600. COUPES G\$1,610 to G\$2,350.
SPORT MODELS G\$1,560 to G\$1,910.

THE DRAGON MOTOR CAR CO., LTD.

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33, WONG NEI CHUNG ROAD HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

Chrysler "62" Features of Performance, Quality and Long Life—

1. Six-Cylinder Engine, of Chrysler design
2. 7-bearing Crankshaft, with interchangeable shimless bearings
3. 62 and more exceptional miles an hour
4. Typical Chrysler Acceleration
5. Impulse Neutralizer
6. Webbed Crankcase Construction
7. Ventilated Crankcase
8. Lower Steel Strut Pivots
9. Special Engine Manifolding
10. Exclusive Type of Cylinder Head and Combustion Chamber
11. Six-Speed Valve
12. Oil Filter
13. Air Cleaner
14. Thermostatic Heat Control
15. Manifold Heat Control
16. Cellular Type Radiator
17. Full Pressure Oiling System
18. Rubber Engine Mountings
19. 18-Inch Rear Road Wheels
20. Balanced Front Wheels
21. Pivotal Steering
22. 4-wheel Hydraulic Brakes
23. High Carbon Steel Springs
24. Specially Designed Rear Axle for Balance
25. Axle Shafts on front and rear Springs
26. Indirectly Lighted Instrument Panel
27. Safety Shockproof Non-locking System
28. Electric Fuel Gauge
29. Headlamp Control on Steering Wheel
30. Narrow Corner Pillars
31. Adjustable Steering Wheel
32. Cushion Floor
33. Saddle Spring Seat Cushions
34. Fine Flared Mobile Lubricator
35. Shield Type Curtains on Rear
36. Adjustable Front Seat in Tower
37. Low Centre of Gravity
38. Double Beaded Body Construction
39. Chrysler Smartness of Line
40. Attractive Colour Combinations in great variety

CHRYSLER

at
Sensational
New LOWER
PRICES!
Quality
Unchanged

40 Body Styles

Chrysler's sensational rise from 27th to 3rd place in sales in 42 months is the result of a phenomenal public preference that has continuously demanded a record-breaking volume of quality motor cars.

Chrysler's tremendous production and rapid growth are the direct results of public recognition of values and savings which only Chrysler Standardised Quality can provide.

You will then instantly recognize why Chrysler cars—by the most astounding price savings which result from a huge and rapidly growing public demand—are today more than ever the most marvelous motor car values in their respective price classes.

A. LUNG & CO.

19, Queen's Road, C.

Tel. C.1219.

SERVICE STATION:—215, PERCIVAL STREET, WANCHAI.

NEW WILLYS-KNIGHT

OFFERED IN LOW PRICE FIELD.

SIX CYLINDERS.

The announcement of the new Knight engined car in the lowest price class ever reached by a Willys-Knight six, opens an entirely new sales field since this car is priced at approximately 20 per cent. lower than any other Willys-Knight six ever built.

Company officials declare that with a decided trend on the part of motor car buyers toward cars powered by a Knight sleeve valve engine, an unusual sales volume is anticipated for the Willys-Knight Standard Six, which is now brought within the price range of thousands of buyers who formerly were prevented from owning this type of car because of price consideration.

It is stated by John N. Willys, president of Willys-Overland, that this move has been under consideration since the company started building six cylindered Knight motor cars three years ago.

The Start.

The start in the six cylinder field was made with the Willys-Knight Great Six which has been one of the outstanding successes in the field of luxury vehicles.

This model was followed by the Willys-Knight Six "70" which is now known as the Willys-Knight Special Six and which has been one of the largest sellers in its class since its inception.

The introduction of the Willys-Knight Standard now brings this well-known product into the three great price ranges of six cylinder cars above \$1,100 and completes the programme which was started with the Great Six.

Developments in Knight Motor construction during the past

three years have been conspicuous both in this country and in Europe and the new Willys-Knight Standard Six is said to include all the most recent and advanced features of sleeve valve design.

In comparison with other types of motors the gains made by the Knight motor in its general use throughout the world have been markedly greater than those set by any other type of motor construction since 1925.

Greater Silence. Conspicuous advantages claimed for this type of power plant include smoother operation, greater silence at all motor speeds and a length of service which has not been equaled by any other form of power plant used for motor driven vehicles.

The Knight sleeve valve construction eliminates all of the usual valve mechanism and the intake of fresh gases and exhaust of burned gases is positively controlled by the motion of two sleeves sliding smoothly and silently up and down, one inside the other, between the cylinder wall and the pistons, opening and closing the intake and exhaust ports.

These sleeves are actuated by connecting rods driven by an eccentric shaft. This type of power plant has been used by the leading manufacturers of luxury cars in Europe for many years.

Unusually exact standards of fit and finish are maintained in the construction of the Knight sleeve valve motor and notable records of efficiency, power and speed have been established by this engine.

In virtually every respect the new Willys-Knight Standard Six retains the same characteristics of design, performance and appearance as featured by the Special Six and the Great Six.

Wide Range. A range of colourful body models comprising a Coach, 4-

door Sedan, Coupe and the Touring will form the Standard Six body line. An exceptionally complete line of equipment, numerous innovations in interior appointments, together with striking new lines in body design are presented.

Powered with a 2-15/16 by 3-7/8 in. bore and stroke the engine gives a maximum horse power of 45 at 3,000 r.p.m. The power plant employs a seven-bearing crankshaft, an oil rectifier, and Bohnalite aluminium pistons. Conventional clutch, transmission and axle units are of special design while the chassis of 109-1/2 in. wheelbase carrying 29 x 5.50 in. balloon tyres is equipped with four wheel brakes.

The new car employs a unit type power plant which is secured to the frame at four points, the rear engine supports being inclined to the rear at an angle of 45 degrees and attached to a corresponding pressed steel member riveted to the frame. This design tends to reduce engine vibration and make for smoother running at all speeds.

The conventional Knight engine practice of employing two cast iron sleeves for each cylinder is employed. The cylinder group cast en bloc is bolted to the cast iron upper half of the crankcase with the oil pan formed of pressed steel.

The eccentric shaft supported in seven bearings is operated by a silent drive timing chain of 1 1/4 in. width and equipped with an automatic tightener.

Seven bronze back babbit lined bearings of 2 1/4 in. diameter support the balanced crankshaft. The connecting rods having a centre to centre length of 9 3/4 in. are equipped with centrifugally cast babbit bearings of 1 7/8 in. diameter at the lower end while the piston pin bears in a bronze bushing at the upper end.

Bohnalite aluminium alloy pistons embodying the Invar non-expansive strut employ four rings of 1/4 in. width, three of these rings being of the compression type and one of the oil control type—all being mounted above the pin. The pin is locked in the piston bosses by the conventional set screw.

Full pressure lubrication in which oil is forced to the main bearings, connecting rods, camshaft bearings and timing chain is employed in conjunction with a Skinner rectifier. The latter formed integral with the exhaust manifold clarifies the oil, sending the gasoline content in the oil back to the intake manifold and the refined oil back onto the crankcase.

The cooling system employing the pump type of circulation is fitted with a thermostat in the cylinder head water outlet to control the engine temperature so that the most satisfactory operating range is obtained under all conditions. The pump is bolted to the front of the cylinder block and formed in unit with the fan, the entire assembly being driven by a "V" belt from the crankshaft pulley. The radiator is of the cellular type with the shell having the same characteristic contour as employed on the other Willys-Knight models.

Fuel is drawn from the rear gasoline tank by a Stewart vacuum tank which delivers the gasoline through a filter to the plain-tube, pump well Tillotson carburettor, the latter being equipped with an air cleaner.

Electrical Units.

All three electrical units are of Auto-Lite make. The generator driven through a flexible connection from the chain sprocket mounting also furnishes the drive for the distributor. The latter is operated by a vertical shaft gear off the generator drive while an extension of the vertical shaft drives the exterior oil pump at the lower end.

A Borg and Beck clutch of the single dry plate type and carried in the enclosed bell housing provides the drive to the three speed transmission formed in unit with the engine. New departure ball bearings are provided to carry the main shaft at both front and rear while the counter-shaft and reverse sprockets are mounted on bronze bushings.

Shaft Drive.

Drive to the rear axle is through two metal Mechanics' universal joints and a tubular propeller shaft. The semi-floating rear axle employs the banjo type of one piece pressed steel housing and provides for the drive and propulsion torque to be taken through the underslung springs.

The front axle of the conventional "I" beam section type employs the reverse Elliot type of steering knuckle. A particular feature of the new Standard Six chassis is the employment of Timken taper roller bearings for carrying the steering king pins to insure easier and smoother steering.

The brakes on the front axle of the Bendix three shoe internal type with those in the rear of the external contracting design.

12 1/4 in. diameter for the rear and 11 1/2 in. diameter on the front which, together with the 1 1/2 in. width of the lining provides a braking area of 243 sq. in. The hand brake is interconnected with the rear brakes only which provides a braking area of 130 sq. in. Semi-elliptic springs controlled by Gabriel snubbers are used both front and rear, the former being 34 in. long with the rear 51 1/4 in. long, the width of both being 1 1/2 in. Shackles are of the Tryon type which insure maximum life and automatically compensate for wear. The frame has a depth of 4 1/4 in.

Safety Steering.

A particularly interesting feature of the new car is the adoption of the Husted safety steering wheel. In this unit, the three spokes are formed of steel which is integrally formed with the rim of the same material. The metal frame is then covered with a hard smooth finish black rubber which presents a pleasing appearance and provides an easy grip for the hands, especially in the case of women drivers. Due to the steel construction of the wheel, it is impossible for the wheel to splinter or break in the event of an accident. The steering column is made adjustable so as to provide extra driving comfort for different sizes of drivers.

Control of the double filament bulbs in the bullet shaped headlights is by a foot operated switch to the left of the toe board—thus making it possible to raise or lower the light beams without removing the hands from the wheel. The spark and throttle controls are carried in a large circular mounting in the centre of the new steering wheel while the horn button is located in the centre of the wheel.

The bodies are of composite wood and steel construction, particular attention being given to the securing of very narrow uprights for the front corner posts to secure maximum range of vision.

The appearance of the bodies has a pleasing effect imparted by the employment of elongated diamond shaped panels located on the doors between the double belt moulding. These panels are lacquered in contrasting colour to the general scheme to match the recessed window reveals. In place of the customary sun visor formed by a continuation of the roof lines, the abrupt town car type of visor has been adopted which gives a smart military effect to the front of the cars.

In the enclosed models the upholstery used in the Standard Six sounds a new note in cars of this class. Carefully fitted over form fitting cushions the mohair and velvet upholstery features a figured design worked out in a two tone colour which forms a very pleasing effect with the exterior colour scheme. Easy opening of the doors is obtained by the use of remote door controls finished in a silver bordered design to match the other interior hardware. The open models are also suitably upholstered in leather and handsomely equipped.

The instrument group on the dash presents a very pleasing appearance by the mounting of all instruments under a single panel of glass and indirectly lighted. The dash itself is finished in a walnut effect. In addition to the regular line of instruments, an electric gas gauge is standard equipment while two ornamental medallions on either side of the instrument group can be removed and an engine heat indicator and electric clock substituted.

All closed bodies are characterised by rounded roof sides and a ball type of rear upper quarter—the general design of the entire car following the lines of the refined Willys-Knight cars for 1928. Full crowned fenders having deep flanges are employed for all models including the new addition to the Willys-Knight line.

Announcement of the new lower priced Willys-Knight culminates the Willys-Overland plan for a complete range of sleeve-valve engined cars above the \$1,000 class. The introduction of the new model follows 14 years' experience in building Knight engined cars and represents the greatest ambition of Mr. John N. Willys in being able to produce a popular priced Willys-Knight automobile embodying all the appointments and features associated with the higher priced cars.

MOTOR DEATHS HIGH.

A total of 68 cities of more than 100,000 population report 3,543 fatal motor accidents for the first eight months of 1927. New York city leads with 656 fatal accidents, or more than one-fifth of the total.

OUTPUTS DECLINES.

Automobile production for the month of September decreased 46,462 cars over the month of August. September production totalled 267,577 cars, of which

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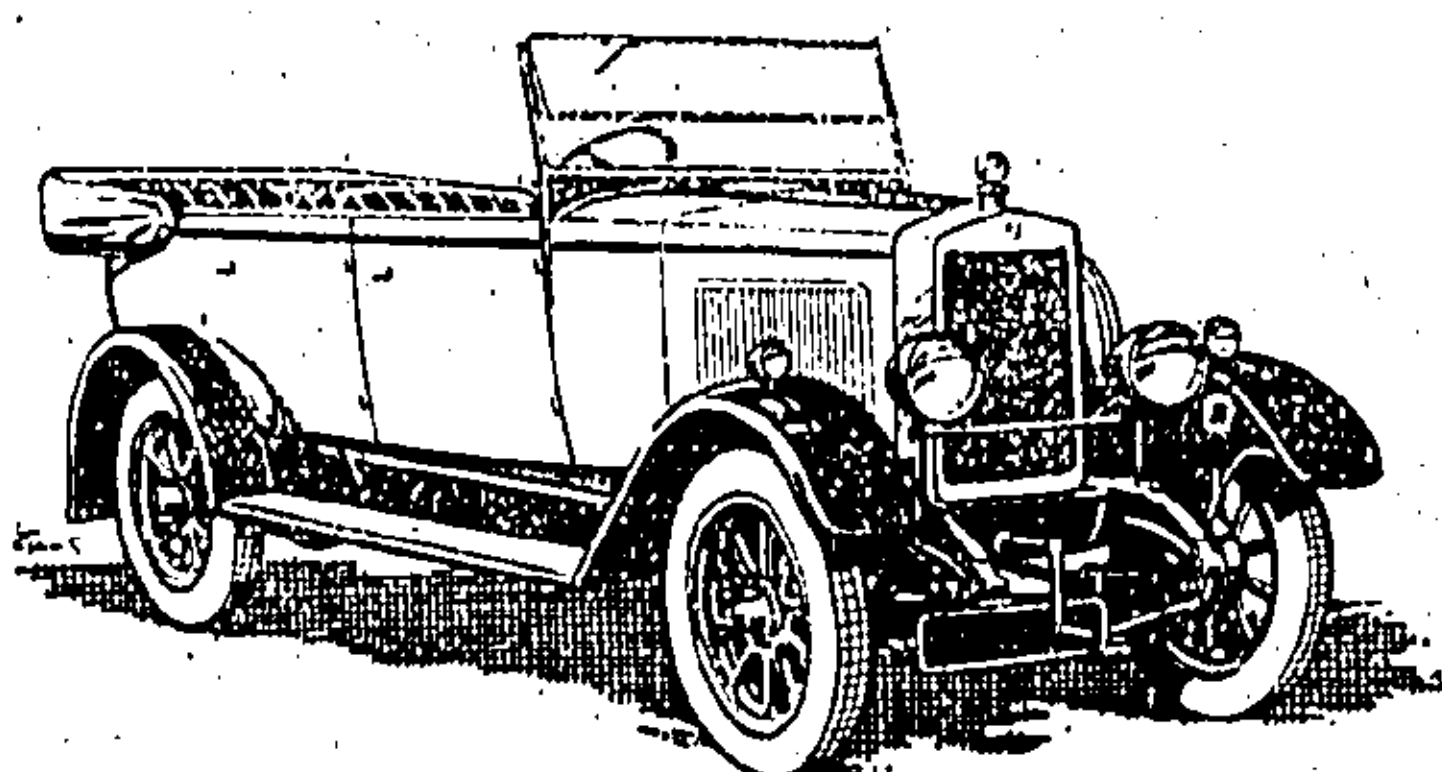
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COUPE (FIXED HOOD) 2 Seater	175	210	10
SALOON (4-DOOR) 4 Seater	185	225	10
TRAVELLER'S CAR	163	200	—
STANDARD VAN	165	200	—

MORRIS-OXFORD 11.9 H.P.

48" TRACK—106 1/2" WHEELBASE.	London	Hong Kong	Track
TOURING 4 Seater	205	235	—
SALOON 4 Seater	215	255	—

MORRIS-OXFORD 13.9 H.P.

48" TRACK—106 1/2" WHEELBASE.	London	Hong Kong	Track
ROADSTER 4 Seater	210	240	—
TOURING 4 Seater	225	260	15
COUPE 2 Seater	230	270	—
SALOON 4 Seater	250	290	20
LANDAUETTE 5 Seater	285	330	—

MORRIS-OXFORD 15.9 H.P.

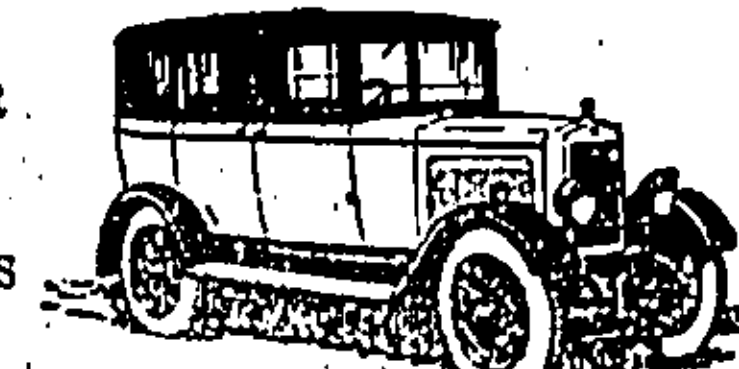
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NANKING PATCH.

COMMENT FROM THE NORTH.

DIPLOMATIC "TRIUMPH."

Says the "Peking and Tientsin Times" of April 5 regarding the American settlement of the Nanking Rape:—

In view of the conflicting reports that have been in circulation in regard to the terms of the settlement of the Nanking outrages agreed upon by the American Minister and the Nanking Minister for Foreign Affairs, we deemed it expedient to withhold all comment until the full text of the documents was in our possession. We print five out of the six Notes which have passed between the American and Nanking authorities. We cannot pretend to regard them as satisfactory, though they are not so humiliating, from the American standpoint, as Shanghai press criticisms had led us to expect. There has been no expression of regret for the Nanking bombardment by the American Government; nor has there been any unconditional undertaking in regard to Treaty revision. There has, however, been an explanation of the action of the American Destroyers on that fateful March 24—an explanation which comes perilously near an excuse, and will almost certainly be twisted into at least a half-apology by the Chinese, on the principle that qui excusat s'excuse. And the reiteration of America's willingness to negotiate for Treaty revision when there is an administration "so far representative of the Chinese people, and so far exercising real authority, as to be capable of assuring the actual fulfilment in good faith of any obligations such as China would of necessity have for its part to undertake," is, as Mr. MacMurray's own Note states scarcely to be considered as germane to the settlement of the Nanking incident, and, it seems to us, is a superfluous and unwise move. The American Government seems to have settled the Nanking incident, so far as its nationals are concerned, upon terms which, even the "patience and conciliation" experts of the British Foreign Office regarded as derogatory to our National honour, and therefore unacceptable.

The first of the five Notes contains the apology and offer of reparation by the Nanking Government, and its specific undertaking that henceforth "there will be no similar violence or agitation against American lives or legitimate interests"; and the American acceptance thereof. This document seems to call for some criticism. In the first place there is no specific reference to the murder of an American citizen. The apology is only "for personal injuries and material damages, done to the American residents," and one would never suppose, from reading it, that the cold-blooded murder of an American University Vice-President was one of the outrages to be settled. Nor can we accept at face value the statement that "in pursuance of their established policy" the Nationalist Government have "repeatedly issued orders for the continuous and effective protection of the lives and property of American residents in China." We believe that, until a very recent date, American official and other property at Nanking was actually occupied by "Nationalist" soldiery. Moreover we venture to doubt the truth of the statement that the Division responsible for the perpetration of the outrages has been disbanded. It formed part of General Cheng Chien's Sixth Army Corps, which, to the best of our belief, is still in being. It is evident that the American Minister himself was not wholly satisfied with General Huang Fu's assurances, for in his reply, accepting the Nationalist Minister's apology and undertaking, he ex-

presses the hope that "the earnest given as to the punishment of those guilty of the incident will be completely fulfilled at the earliest opportunity—particularly as regards Lin Tzu-han, who was personally responsible for the incident." And he concludes by reminding the Nanking Government that its loyal fulfilment of the terms of settlement would be regarded as affording a measure of the good faith and goodwill with which it (i.e. the American Government) may anticipate being met by the Nanking Authorities in other phases of the relationship between the American and the Chinese people."

The second American Note is in reply to General Huang Fu's impudent request for an expression of regret from the American Government in respect of the opening of fire upon Socony Hill, by the American Destroyers. It would have been better if this piece of impertinence had been returned, or simply ignored. For though Mr. MacMurray's reply cannot be interpreted—in its plain meaning—as an apology for the bombardment, it is at best, a quite superfluous explanation of the reasons for the warships' action, and at worst an excuse therefor. It seems particularly regrettable that when British and American policy in China are directed towards the same ends the American Government should elect to gratify Nationalist self-conceit in terms which the British Government regarded—and we hope still regards—as inadmissible. We shall have more to say on this rift in the policy of the Powers, later.

The third American Note, relating to the question of Treaty Revision would be quite innocuous if it did not figure in the records of the Nanking settlement. As already mentioned, the American Minister himself emphasises that "the ques-

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Mr. Alexander Beuther, of 1111 Hanbury Road, Shanghai, is a marine engineer by profession, and has been serving on ships on the China coast for the past seventeen years. It was a very serious matter for him when acute rheumatism incapacitated him from work. Now, thanks to Dr. Williams' Pink Pills he is cured. Mr. Beuther states:—

"For more than a year I was a terrible sufferer from acute rheumatism. My feet and legs were so swollen that it was only with great difficulty I could move about. In bad weather the pains grew worse. The ligaments and joints of my left foot were so stiffly drawn that I could scarcely bend the foot without great suffering."

"I consulted a number of doctors and used the various medicines, ointments and lotions they prescribed, but all failed to bring me permanent relief. Then I had treatment at the Shanghai General Hospital for over a month, but this also did me no good—for when I left I was in the same bad condition as before."

"At last on advice, I began to take Dr. Williams' Pink Pills. When I had taken 3 bottles I not only felt much better in my feet but all over my entire body. So I continued with the treatment until the Rheumatism had disappeared entirely. I am now able to walk freely and without pain. Besides this, my health has been fully restored."

As a remedy for rheumatism, even in its most severe and chronic forms, Dr. Williams' Pink Pills for Pale People are famous throughout the world. Their remarkable record of cures is due to the fact that they eliminate the poisons which cause rheumatism from the blood and at the same time strengthen and build up the whole system. Chemists everywhere sell Dr. Williams' Pink Pills, or sent post free \$1.50 per bottle, \$8 for 6 bottles, by The Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

tion of Treaty revision can scarcely be considered germane to that of amends to the American Government and its nationals for the Nanking incident." Mr. MacMurray merely reiterates in this Note what Mr. Kellogg said more than a year ago. And it is clear from his careful phrasing that no wholesale and premature scrapping of the Treaties is contemplated: "the American Government entertains the hope that the remedying of the conditions which necessitated the incorporation of such provisions in the earlier Treaties may from time to time afford opportunities for the revision, in due form and by mutual consent, of such Treaty stipulations as may have become unnecessary or inappropriate."

A superficial perusal of the Nanking documents may appear to support the criticism that America, in arriving at this settlement, has gone behind the backs of the other Powers, and, to put it bluntly, played a dirty trick on them. From that view, we must, in justice to the American Minister, dissent. Deplorable though it may be the aggrieved Powers have not co-operated wholeheartedly at any time since the outrages occurred. The American, British and Japanese Naval Commanders were all in favour of drastic action on the spot, but were restrained by their respective Governments. The protests and demands which were eventually sent in did not take the form of a joint Note, but of identical Notes, and the Consuls concerned meekly accepted Eugene Chen's impudent demand that each of them should present his Note separately. The American Government declined to take any steps to enforce the demands, after Eugene Chen had refused compliance and General Chiang Kai-shek had ignored them. Subsequently, with the murder of one of his nationals still unatoned for, the French Minister paid an official visit to Nanking, and accepted the hospitality of an apparently unrepentant Government. A little later the Japanese Government decided to reopen its Nanking Consulate, also without any apology or reparation for the insult to its flag, and the outrages upon its nationals. Mr. MacMurray opened negotiations at the end of February, and they were, apparently still in progress when the British Minister appeared on the scene and did likewise. The British Government refused, the American Government agreed, to allow the Nanking bombardment and the question of Treaty revision, to figure in the correspondence relating to the settlement of the incident. The whole business is but another glaring example of the manner in which the Chinese are invariably allowed to play off one Power against another, even when, one would think, elementary commonsense would dictate united action. The spectacle of Great Powers bidding against each other to secure the favour of a Chinese faction responsible—as it itself admits—for outrages as barbarous as those which took place at Nanking on March 24, last year is neither pleasing nor dignified. And though we decline to associate ourselves with the view that the American Minister is more blameworthy than any of his colleagues, we must frankly express the hope that if Mr. MacMurray's achievement is to be regarded as a diplomatic triumph, there will be no competition among the other Foreign Envoys to emulate it. And lest we provoke the obvious rejoinder that the British Government by its December (1925) Memorandum, and its proposals of January, 1927, cut the ground from under the feet of other Powers, we frankly admit that its action on these occasions did much to undermine international solidarity, and created embarrassments for other Governments which justify the assumption that it may, at any moment, make concessions to the Nationalists which are not warranted by the actual situation, and which may be exploited to assail the vital Treaty rights of other Powers.

The Judge: "You say you are not a vagrant?"
Prisoner: "No, your Worship."

Judge: Did any motive bring you to this town?"

Prisoner: "Yes, your Worship."

Judge: What motive?"

Prisoner: "A locomotive."

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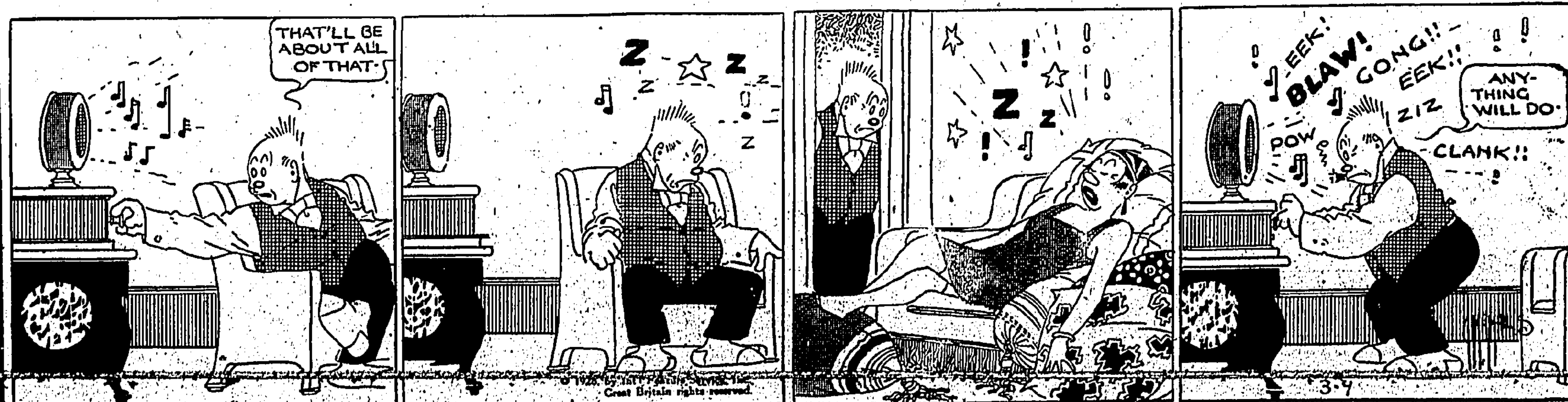
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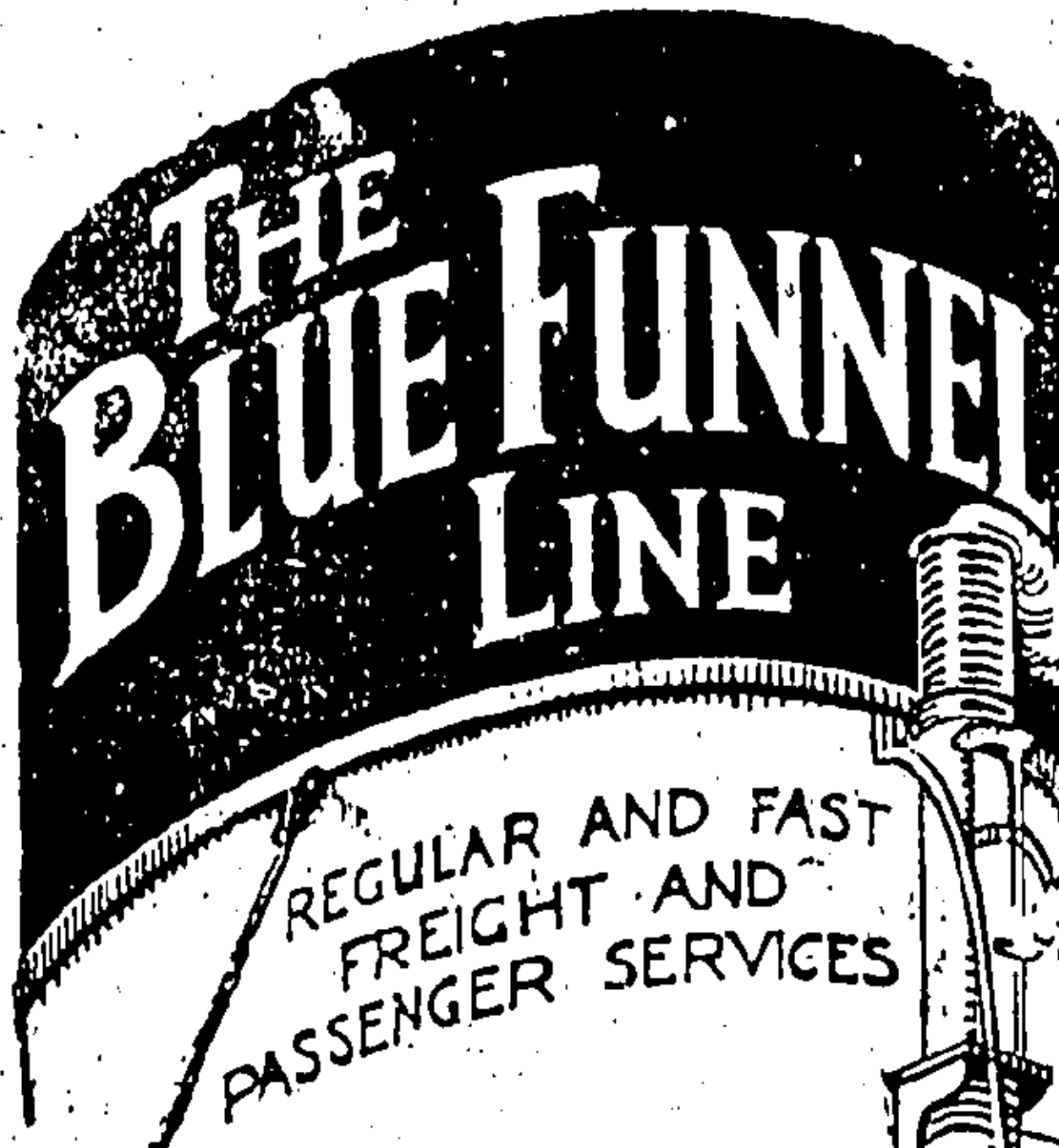
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"BELTEROPHON" 20th Apr. Havre, Liverpool & Glasgow.
"ORESTES" 28th May. Genoa, Havre, Liverpool & Glasgow.

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"TALTYBIUS" 10th May. Victoria, Vancouver & Seattle.

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"ADRASTUS" 4th June. Boston, New York & Baltimore.

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"PATROCLUS" 16th May. Singapore, Manches & London.
"ANTENOR" 13th June. Singapore, Manches & London.

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It is notified for information that the via Wireless rate to Europe has been reduced to \$1.65 per word.
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	FRIDAY, APRIL 20.	
Japan, Shanghai and Europe via Siberia	Sawa Maru	
Europe via Negapatam. Letter only.	London	
22nd Mar.	Jeyapore	
Straits	SATURDAY, APRIL 21.	Kidderpore
Straits		Baron Haig
Shanghai		Sui Yang
	SUNDAY, APRIL 22.	
Europe via Negapatam. Papers only.	London	
22nd Mar.	Hatipara	
	SUNDAY, APRIL 23.	
U.S.A., Honolulu, Japan and Shanghai	President Taft	
Manila	Pres. Jackson	
	TUESDAY, APRIL 24.	
Japan		Aki Maru
	SATURDAY, APRIL 23.	
Canada, U.S.A., Japan and Shanghai	Empress of Russia	

OUTWARD MAILS.

For	THURSDAY, APRIL 19.	Per
Fort Bayard	19.	Sun Sai Kai
	FRIDAY, APRIL 20.	
Hoihow, Pakhoi and Haiphong	Menado Maru	5 p.m.
Formosa	Toba Maru	8.30 a.m.
Haiphong	Tonkin	10.30 a.m.
Swatow, Amoy and Foochow	Hai Ching	12.30 p.m.
Straits	Bellerophon	2.30 p.m.
Wei Hai Wei	Kuelchow	2.30 p.m.
Suigon	Hsinfoosing	3.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Manches—due Manches, 20th May. K.P.O. Registration 4.30 p.m. Letters (Apr. 21st) 9 a.m. G.P.O. Registration (Apr. 21st) 8.45 a.m. Letters (Apr. 21st) 9.30 a.m.	Sawa Maru	
	SATURDAY, APRIL 21.	
Straits and Calcutta (Parcels noon, Letters 1 p.m.)	Namsang	
Manila, Sandakan and Rabaul	Calulu	2.30 p.m.
Amoy	Shantung	4 p.m.
Manila	Pres. Harrison	5 p.m.
Amoy	Anking	5 p.m.
	SUNDAY, APRIL 22.	
Swatow, Amoy and Formosa	Hoan Maru	9 a.m.
Bangkok	Kailan	9 a.m.

*Correspondence bearing vessel's name only.

DUNLOPS!

The Du Cros's And The Company.

LITIGATION SETTLED.

Long-Pending Dispute Satisfactorily Settled.

London, To-day.
It is announced that the Chancery Division cross-actions between Sir Arthur Du Cros, Mr. Alfred Du Cros, and Mr. George Du Cros, on the one hand and the Dunlop Rubber Company on the other, which have been in progress for two years have been settled, all the parties having agreed to all the charges made in connection with the litigation being unreservedly withdrawn and the litigation settled on terms satisfactory to all the parties.
The agreements whereby Sir Arthur and Mr. Alfred Du Cros bound the company have been cancelled on terms and they resign their honorary positions as President and Vice-President, respectively, of the Company.—Reuter.

EMBEZZLEMENT.

YOUNG GOVERNMENT CLERK CONVICTED.

TEN YEARS' SERVICE.

Mr. P. M. Hodgson appeared before Major C. Willson, at the Central Magistracy this morning, to defend a young Chinese named Yue Kwok-ming, a clerk at the Government Laboratory, who was charged with the embezzlement of two sums of \$25 on March 27 and April 4, respectively, and with forging and issuing two forged receipts with regard to the money.
In pleading guilty, Mr. Hodgson asked the Magistrate to treat the accused leniently. The defendant's father had been employed at the laboratory for 20 years, and the young man had himself been there for 10 years. It was adverse circumstances which caused the defendant to take the money, but he had intended to refund it when he received his salary.
Mr. Hodgson also suggested that the second charge was bound up with the one of embezzlement, and he thought that the defendant should be punished for one offence only.

Major Willson agreed. He said that although he would give some consideration to Mr. Hodgson's plea for leniency, at the same time the case was not one which could be dealt with too leniently, especially as the defendant was a Government servant.
The least sentence that his Worship could pass was two months' hard labour.

COLONY'S CRIME.

COMPARATIVE FIGURES FOR THE YEAR.

MAGISTRACY REPORTS.

The number of cases tried at the local Police courts last year, was 32,122 as compared 30,616 the previous year, states the annual report.

The revenue during the year was \$225,811 as compared with \$233,629 the previous year and the expenditure showed a considerable decrease, viz. \$3,724 as compared with \$16,665 the previous year.

Of the cases heard, 629 were for assaults and other offences against the person, 17 for malicious damage to property, 758 for gambling, 2,066 for offences against property other than malicious injuries to property or predial larceny, 1,871 for offences against Revenue Acts, Highway Acts, Health Acts and other Acts relating to the social economy of the Colony, 5,163 for offences against the Opium Ordinance, 40 for offences against Masters and Servants Acts, including Acts relating to indentured coolies, and 21,578 for other offences.

THE SILVER WOLF.

"The Silver Wolf," the monthly magazine of the Hong Kong Boys Scout Association, contains many extremely interesting features for both Scouts and Guides. Perhaps of greatest interest is a splendid article, by Mr. C. H. Blason, called "That first class journey," which is based on sound advice and experience. It is one that every Guide and Scout are well advised to read.

DRIVING A WEDGE.

Northern Armies' Plans In The War.

VERY LITTLE SUCCESS.

Nationalists Halt To Consolidate Successes.

Freight with danger, the plan of the Northern Army to drive a wedge between the Nanking Nationalists and the "Christian General's" Kuominchun appears to have met with very little success.

British Naval wireless despatches state that there is no material change in the North, and this seems to sum up the war situation adequately.

How the Japanese precautionary forces move will be an indication of the fortunes of war. So far, no report has come through that the Japanese have moved inland.

However overnight cables do not point to the Northern armies having stemmed the tide. The Nationalists are halting to consolidate their early successes and are waiting for the units in the rear to move up.

Northern Claims.

Peking, Yesterday.
Foreign reports from Tsinanfu state that General Sun Chuan-fang is occupying Kueih, Yantai and Fenghsien and possibly Tangshan, his object being to reach Hsuehchow by way of the Lung-Hai Railway to cut off the Nationalist on the Tientsin-Pukow Railway.

From the same sources it is stated that General Chang Tsung-chang is holding a line from Tanghai to Ichowfu, having checked the Nationalist advance in east Shantung, while reports that he has retaken Lincheng are false. All available Northern troops in Tsinanfu are being sent to the Tientsin-Pukow front to check the Nationalist advance.

The Other Side.

Shanghai, Yesterday.
A report from Nanking states that Feng Yu-hsiang (the "Christian General") claims that the Kuominchun captured Tsinan on Monday afternoon, taking 2,000 Northern Prisoners.

Japanese Precautions.

Tokyo, Yesterday.
At a conference the Foreign Office, Navy and Army were practically unanimous in favour of the despatch of Japanese troops to Shantung if the situation becomes more threatening, but it was decided that the situation does not yet necessitate such action.

Pending further developments the Japanese Government is increasing the naval forces at Tsingtao ready for any emergency.—Reuter.

IN THREE WEEKS.

Crucial Battle Predicted By Nationalists.

Shanghai, April 15.
General Chiang Kai-shek, the Nationalist commander, announced to-night the capture by the Nationalist army of the town of Lincheng which was made famous during the bandit raid of 1923, in Shantung province. General Chiang Kai-shek's report stated that the Northern troops under General Sun Chuan-fang were retreating toward Tsinanfu, the provincial capital.

The report also stated that another Nationalist army was advancing northward along the Shantung coast for the purpose of cutting the Shantung Railway midway between Tsingtao and Tsinanfu and causing the Japanese to evacuate the town adjacent to Tsingtao.

Decisive Battle Soon.
General Chiang Kai-shek, in co-operation with the "Christian General" Feng Yu-hsiang, is rapidly driving north-easterly through Shantung, hoping to force the evacuation of the Northern troops of the Northern border and relieve the pressure against Shansi province (Nationalist) which is being menaced by the (northern) armies of Marshal Chang Tso-lin.

The Nationalist Government report to-night declares that the civil war will reach its crucial point within three weeks with the possibility of a decisive battle being fought in the vicinity of Pao-tungfu, in Chihli province.

The Japanese squabble with Marshal Chang Tso-lin regarding

BRITISH BONDS.

Many Times Over-Subscribed.

GUARANTY TRUST CO.'S WORK.

New York Exchange Development Successful.

New York, Yesterday.
The Guaranty Trust Company, which offered £2,000,000 worth of United Kingdom and Northern Ireland bonds, coincidentally opening trading there on the Stock Exchange, reports that the issue has been many times over-subscribed.—Reuter's American Service.

JAPAN & TSINGTAO.

WHAT THE AUTHORITIES PURPOSE DOING.

NO IMMEDIATE ACTION.

Tokyo, Yesterday.
At a conference at the Foreign Office, Naval and Military authorities were practically unanimous in favour of the despatch of troops to Shantung if the situation became more threatening. They decided that the situation did not yet necessitate action.

Pending further developments, the Government is increasing the naval forces at Tsingtao to be ready for an emergency.

The Tsingtao Force.
Subject to Cabinet approval, the Naval authorities have decided to order two cruisers and four destroyers, which are now cruising, to proceed to Tsingtao.

It is also likely that the cruiser "Isuzu" with a landing force of 250 bluejackets will be sent to Tsingtao from Yokosuka.

As one Japanese cruiser is already at Tsingtao, the total landing force which will be made available by the new orders will be about 900. The Army authorities are considering the despatch of a brigade from Japan if the situation becomes more serious.—Reuter.

RUBBER.

LABOUR PARTY AND THE GOVERNMENT'S POLICY.

DEBATE WANTED.

London, Yesterday.
The Executive of the Parliamentary Labour Party have decided to ask the Government for an early day for the discussion in the House of Commons of the "Government's mishandling of the rubber situation."

British & Dutch Conversations.
The British and Dutch rubber conversations are proceeding amicably. The Dutch producers departed on Monday, but there was no question of a breakdown in the negotiations and no set conferences; but the leading producers are discussing the situation and the conversations may continue for some time.—Reuter.

Approximately 53,000 new Colonists were settled in Canada in 1927 through the instrumentality of the Department of Colonisation and Development of the Canadian Pacific Railway.

the railway interests in Manchuria, is becoming more strained, due to the refusal of the Japanese-owned South Manchuria Railway to transport the Northern troops unless he agrees to return the rolling stock mortgaged to the Japanese but which Chang Tso-lin commandeered for troop transport.

Japan Threatens Chang.
The Peking Government's acting Minister of Finance, Chan Tin-kuei, in an interview published here, declares that the Japanese are taking advantage of the present critical situation of Chang Tso-lin, in order to force further special rights in Manchuria but the Peking Government is determined to resist the demands.

A semi-official Japanese Press report, published here to-day, quotes the Japanese Minister Yoshizawa as threatening to cut off connection between the South Manchuria Railway and the Chinese lines unless the Chinese submit to the Japanese demands.—"Chicago Tribune" Service.

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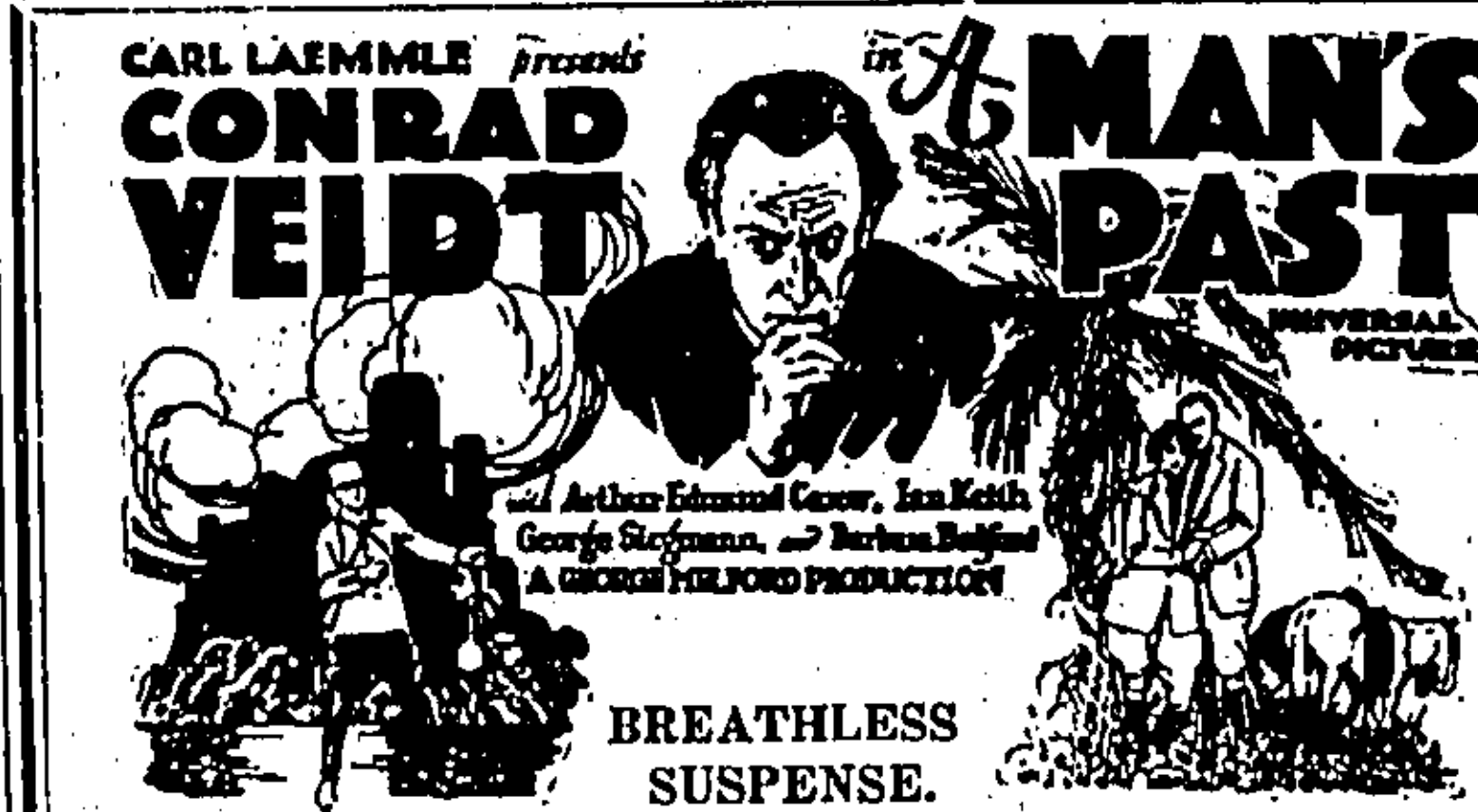
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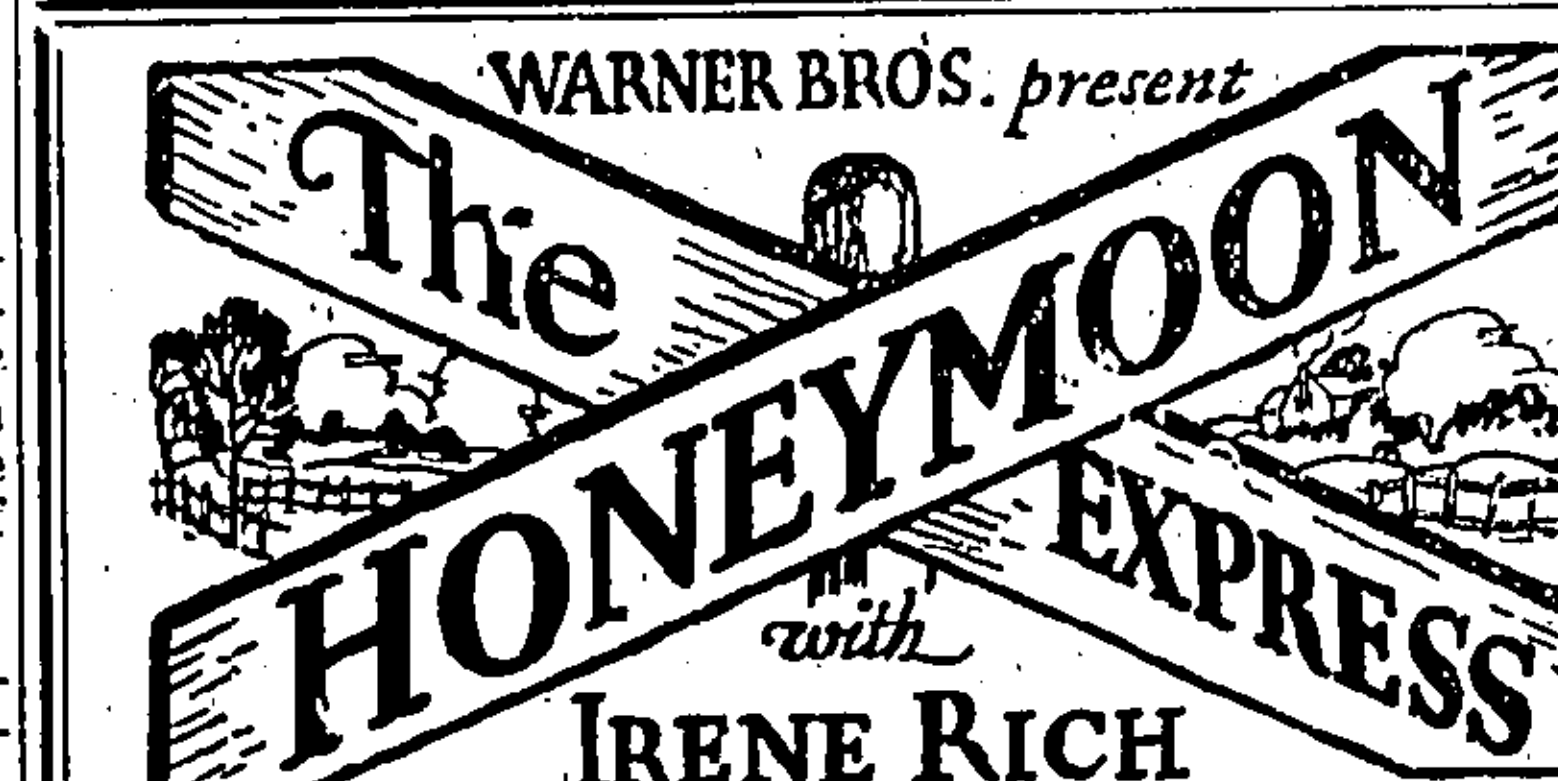
AT THE

WORLD

TO-DAY TO SATURDAY.

Orchestra 5.15 & 9.20.

Interpreter 2.30 & 7.15.



AT THE

STAR

TO-DAY TO SATURDAY.

Continuous 2.30 to 11.15.

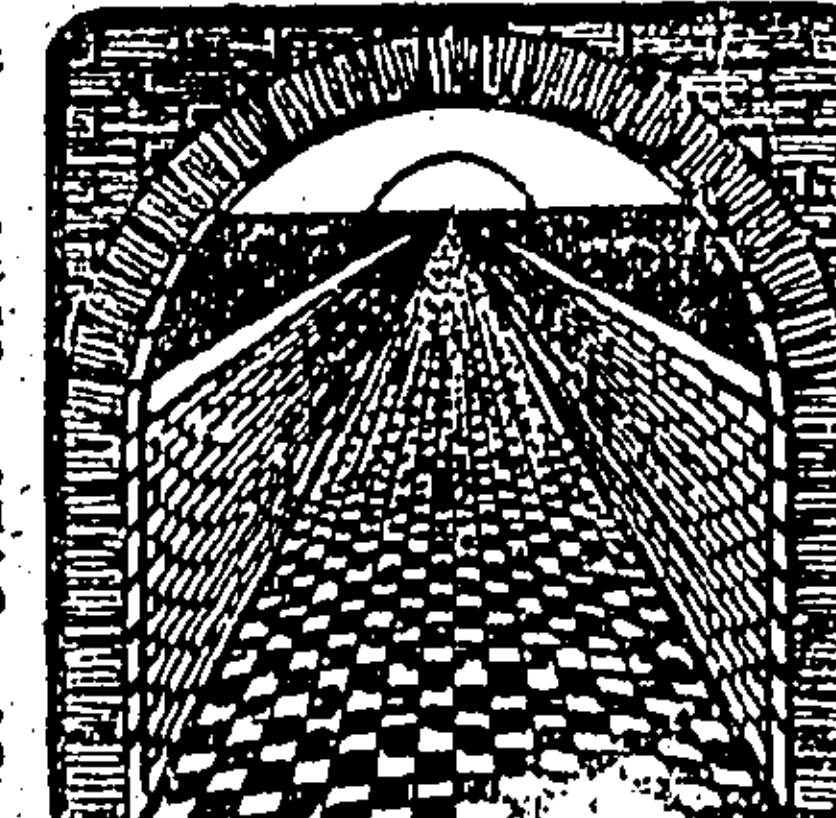
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